See Page 302 of original records.

That Sir William Pepperell by his deed dated Oct. 9th, 1752 and recorded on the 21st and 22nd pages of the 1st. vol of the Town Records; in consideration to the inhabitants of the east side of Saco river building a meeting house for the public Worship of Almighty God and their settling an Orthodox Minister in the Congregational way--and for a burying place, and for setting up a school house, and for "no other use whatever" granted, bargained, and confirmed to the use aforesaid Six acres of land adjurning the farm of James Grey (deceased).

In February 1789, the general Court of Massachusetts on the petition annexed (See Page 312) of the Selectmen of Pepperellborough passed a resolution.--------to cause to be surveyed and set off to said town, a portion of the above mentioned land; not exceeding however acres; and so situated as to accomodate the town and for the purpose of a burieal and training field and also to place a meeting House thereon; which land, so set off shall be appropriated by said town for the purposes above mentioned and no other whatever. .....On the 30th day of November 1799, Honorable David Sewall proceeded to execute the commission aforesaid.....He sayd "I have located one acre, part of the ten, in a suitable plan for erecting a meeting house upon the South east side of the Post-road leading to Scarborough where it is intersected by the road passing over the Mill lot from Buxton corner (so called.).....The other nine acres he locates "in the mill lot (so called) in the form of a paralelgram for a Burying ground and training field, contiguous to and adjoining the Six acres bought of Sir William Pepperell and first above mentioned. Such were the titles of the town to the said several lots of land.....Has the town parted with its rights to these lands? and if so how far?

In the warrant of the Selectmen of Pepperellborough, dated Nov. 14, 1801, calling a town meeting to be held the 30th day of the same month, we find the following among other articles, viz.
2 nd. To see what plan the inhabitants will there agree upon for a new Meeting House pursuant to a request of several inhabitants of said town.
3 rdly To see what measures the said inhabitants will then take to carry such plan into effect.

At the town meeting held in pursuance of said warrant on said 30th day of 1801. It was voted that a new meeting house be erected for the accomodation of said town by those persons who may subscribe to build the same, that it be built upon the lot reserved for a meeting house at the expence of those who may subscribe for the pews. That a committee be appointed to draft a proper plan for a house and report a proper method for building the same that the settle minister of the farm after said House shall be erected. shall preach therin.--that the use of said House so far belong to the town as to enable them to assemble there in when they may have occasion.

The amount of this vote as far as this inquiry is concerned was simply this: that the future subscribers for Pews might build a Meeting house on the Lot; --provided that the minister of the town was to preach in it; It was a grant;--not to a Parish; for the town itself was then the Parish but to the subscribers for Pews of the right to build a meeting house on the lot. with the two reservations mentioned: one of a parochial character, viz. that the minister of the town should preach in it. The other purely secular, viz. that the town might assemble therein when they might have occasion. This was on the part of the a parting with its right of contract with the "exception stated" for a resonable time at least over so much of

the lot as should be necessary for the purposes of a meeting house.

In accordance with this vote the pews were subscribed for: and the subscrib rs regularly called together by a warrant, met on the 5th of Jan 1802 and organised themselves into a proprietary:-- Under this organization as a distinct body ""not the town":--"not the Parish"--the Meeting house was built on the acre lot:--By an "Act" of the Massachusetts Legislature March 1, 1802"--this proprietary viz. the persons who thus were, and who thereafterwards should be proprietors of Pews in said Meeting House were created a body poetic and corporate by the name of "The Proprietors of the New Congregational Meeting House in Saco".

The right to the House then stood as follows: The town in its parochial capacity, and afterwards the first Parish as its legitimate successor had the right to have their settled minister preach in the House. The town in its municipal capacity retained the right to hold it town meetings in the House. In every other respect the proprietors of Pews had the right to the entire contract and disposal of the House. They might exclude all "but the minister of the Parish" who might enter to preach and the inhabitants of the town when assembled in town meeting.

I do not find that the town exercised its rights to hold their town meetings in the house until the 26th day of April 1819: when the inhabitants assembled there to vote on the question of Separation. (See Town Records Vo. 3 P. 26 and 27).

They afterward held their meetings as they had done before at the Old Meeting House until the 8th day of September 1823, when they first met in the Vestry where they have continued to meet ever since ntil this year.

With regard to the lot, the occupation has I am informed never been exclusive. I has for many years I am told been used for a parade ground or training field: more especially since the formation of two Militia Companies in Saco:--A town pound was erected on the lot, the very year after it was located by Sewall: (See Town Records Vo. 1 P 260) and before the meeting house was built and has been continued there and used ever since: A new School House which had been previously raised and partly finished was moved on to the spot where the Vestry now stands, about the same time, viz. between the 25th of March 1800 and the 14th of March 1807 and here remained and was used as the School House of the District until it was burned down in 1814. On the records of the School Class, I I find the following Votes with reference to this School House (presume).

At a meeting of the Class at the School House April 1st, 1813. Voted that no religious Society of any denomination have liberty to hold meetings in the School House the present year.

At a meeting of the Class held at the School House April 9, 1814 Voted that the members of the Church have liberty to meet here when it does not interfere with the School.

The Vestry has been used by the town as before stated for its municipal meetings since 1823, the year it was built. I have stated that the resolves of Massachusetts authorizing the location of hte ten acres to the town; left the town at liberty to use the same for any or all the purposes therein mentioned viz. for a training and burial field and to put a meeting house on. .....

The vote to build the Pound the year after the location by Sewall shows that the inhabitants then understood that the resolves and location of the lot allowed quite as much latitude as to its use as I have supposed, and the other facts stated in regard to the use and occupation of the lot at that time and since, correspond with the rights of the parties as understood by me.

On the 2nd day of April 1827, the following vote was passed in Town meeting viz. "Voted that the Town relinquish all right to meet in the New Congregational Meeting House and that the proprietors thereof have the right to use the lot on which said House stands for a meeting House as long as they wish it for that purpose. (See Vol 3 page 229 Town Records.)

That the Inhabitants should have been willing to relinquish the right to hold Town Meetings in the House,--a right so exceedingly vexatious to the occupants who keep their pews swept and carpeted, and leave their books exposed; provided they could have another place furnished for the purpose tho less convenient, is what might be expected;--But that they should be willing to vote the pound, which was coeval with their title to the land;--off of the lot; the companies who had always trained there--off their parade ground; and themselves out of doors is not to be presumed for a moment. The memory of many if not all who profess to have any recollection of the doings of the meeting at which this vote is stated to have passed, and the continued occupation of the lot, since in the same manner as before for town purposes relent such a presumption. But no article having been inserted in the warrant calling the meeting for the purpose:--"this vote is void."

The undersigned will nor proceed to answer the questions he is required by the town to investigate in order.--1st Question--whether the town have a legal right to use for town purposes the Meeting House of theFirst Parish, or the Vestry occupied in connection with said house.--"Answer:--The use of said House" (ie: the meeting house) legaly so far belongs to said Town as to enable them to assemble therin when they may have occasion." 2nd. What the legal rights of the town are to use or occupy, or improve the land inclosed within the fence where the house and vestry are and if they have the right to use the same for the purpose of erecting a Town House thereon or for any other purpose?--Answer. So long as said Meeting House shall rightfully remain on said lot; the proprietors will be entitled to the common use of all the land necessary and suitable for its proper use and enjoyment. If my construction of the legal effect of the "Resolves of Massachusetts" be correct, the town have the right to appropriate the residue of the lot to any use the please and the building of the Pound; the moving and long continuance of the School House on the lot; and the reservation of the rights to meet in the House for municipal purposes objects or uses (not mentioned in the Resolves, at so early a period)--are not slight circumstances in support of that construction.--certainly it seems to me the town have the right to use the residue of said land for the purpose of erecting a Town House, having first obtained the Sanction of the Legislature to that effect.

The undersigned was also directed to inquire and report whether any rights of the town in its lands have been infringed and what measures are necessary to be adopted by the town, to preserve and protect its rights. "Answer"--The The Vestry built in the summer of 1823 does appear to have been put on the lot by express permission of the town.....On the whole the undersigned is of opinion that no titles to any of the lands mentioned in this report have been acquired by occupancy.

Still it will be safer and better on many accounts that the town should have an understanding with the said several occupants and when the town intends to preserve and protect its legal rights unimpaired; that such understanding should be reduced to writing in the form of a Contract.

March 21, 1768

Book I
p. p. 36

Voted Deacon Amos Chase Joseph Libby & James Gray be a committee to alter the~~k~~ road that leads to the Old Orchard from Edward Rumery's or to make amendments where it shall be found wanting Sd Committee is impowered to agree with the parties concerned in the land where sd road goes through

March 30, 1772

p. 49

Whereas the Lottery Bridge in Pepperrellboro so called is out of repair and the inhabitants of sd Pepperrellboro is presented for the same and sd presentment is depending at the next Superior Court at York it is voted that if sd Presentment should go against sd district and inhabitants of the same to carry the cause to the General Court for redress also voted twenty pounds to defray the cost that hath arisen or may arise in defence of supporting the cause of ~~this~~ sd Lottery Bridge for which it stands presented for

March 22, 1773

p. 52

Voted that the dividing parts of the District from the Lower Ferry to the upper part of the sd district be at the road that turn out to go to the Old Orchard so called

June 18, 1774

p. 55-6

Voted that the following returns of roads laid out by the selectmen of Pepperrellboro be accepted and recorded and the same be a publick highway for the inhabitants of sd District: We the subscribers selectmen for the District of Pepperrellboro have by a request of several of the inhabitants of sd Pepperrellboro laid out a road or publick highway in sd Pepperrellboro from [illegible] falls up Saco River and by sd river as far as David Sayer's land across said land have described the same by meets and bound, as hereafter mentioned Vize Beginning on the mill priviledge between Robert Bond's house and Humphrey Pike's shop and at the county road that leads from the Lottery Bridge to Scarboro and nearby sd Bond's house and from thence north ten degrees west ten rods and from thence north forty-seven degrees west and thirty-four rods and from thence north thirty-nine degrees west twenty-one rods and from thence north twenty degrees westfourteen rods and from thence by Saco River three hundred and sixty-eight rods to David Sayer's land as near to said river as may be with convenience for men and oxen to pass and repass and from thence through David Sayer's land north twenty-five degrees east eight rods and from thence north six degrees west forty-three rods which goes to the northeast of David Sayer's dwelling house and from thence north forty-one degrees west thirty-four rods to the upper side of sd Sayer's land and the aforesd road we allow to be two rods in width till it comes to land of David Sayer's aforesd and then three rods in width to the end of sd road . . .

northwest

Note by Philip C. Tapley
"County Com. State Road"

June 18, 1774

Book I Mp. 56-7

We the subscribers selectmen for the District of Pepperrellboro have by the request of several of the inhabitants of sd Pepperrellboro laid out a road or publick highway from that part of sd District called the Old Orchard to the county road that leads from the Lower Ferry so called to Saco Falls and have described the same by meets and bounds as is hereafter mentioned vize Beginning at the middle line of the patent so called and ~~and~~ the northerly corner of Robert Pattersons (Terts Tertius ?) lot of land he now lives on and from thence running on the north west side of sd Patterson's land as his land runs and on sd Patterson's land two rods in width one hundred and fifty rods to a white oak marked with three notches sd tree standing by the northeast side of a gully and from thence north eighty-two degrees west fifteen rods through Jeremiah Ridlon's land and from south (sic) sixty- six degrees west one hundred and sixty rods through land of Ridlon, Duncan Amos Chases Benaiah Hanscoms & William Coles to Dominicus Scamman's land and from thence south thirty-six degrees west as the line runs between sd Cole's and Scamman's lands to a pitch pine tree forty-eight rods and from thence south sixty-eight degrees west to Goose fare Bridge and over sd bridge thirty-two rods and from thence south sixty-two degrees west up Goose fare Hill twenty-two rods This and the course last before mentioned goes through Dominicus Scamman's land and from last mentioned course due west through the Reverend John Faiffield's and Widow Elizabeth O Dell's land seventy-six rods and from thence, southwest to the road that leads from the Ferry afore sd to Saco Falls, aforesd one hundred and sixty-five rods and all the before mentioned road we do agree and allow to be two rods in width as witness our hands

March 24, 1777

P 72

oted and accepted of the return of the road hereafter recorded and t the same to known (sic) for a publick highway and is laid out in the following manner vize . eginning at the southwest end of the Old Orchard so called and on the northwest side of dward umery's land and from thence south 50 degrees east sixty rods and from thence south 45 degrees east twenty rods and from thence south 55 degrees east forty four rods and from thence south 15 degrees east thirty six rods and from thence south 45 degrees east forty eight rods and from thence south 49 degrees east thirty two rods and from thence south 15 degrees east eighteen rods and from thence south 25 degrees east forty eight rods and from thence south 55 degrees east twenty six rods and from thence south 55 degrees east fifty four rods and from thence south 70 degrees east twenty six rods and from thence south 50 degrees east fifty four rods and from thence south 50 degrees east forty eight rods and from thence south 85 degrees east fourteen rods and from thence south 51 degrees east thirty eight rods and from thence south 5 degrees east fifty two rods to a large pitch pine tree and from thence south 55 degrees east fifteen rods to the southeast end of the Reverend Mr. Fairfield's land and from thence south 50 degrees east through the Widow Scamman's land and to a pitch pine tree standing in the line between lands of the Rev. Mr. Fairfield's land & Lt. amuel Chases and from thence south one hundred and fourteen rods between the sd Fairfield's and Chase's land and from thence south 45 degrees west thirty one rods between land of the sd Fairfield and Chase aforesd to Saco River and at the Lower Ferry so called and the aforesd road to be three rods in width every part thereof and the aforesd road is laid out as it is now fenced and improved except what lies below or south easterly of Mr. Robert Patterson's homestead farm

Pepperrellboro March 19, 1777

March 28, 1779

Book I p.80 Voted that Lt. Samuel Chase have leave to hang a gate across the town road and keep the same hung during the summer season at or near the line that runs between Mr. Robert Patterson's land and the land that did formerly belong to the late John Seamman deceased - on condition that said Chase make and keep in repair a good and passable road from sd gate as far below it as the town road goes

January 16, 1786 At John Cleaves' house

Voted to assist in building a bridge across the stream on the east side of Indian island

p.127 Voted to raise one hundred pounds by the freeholders and inhabitants of Pepperrellboro to be laid out towards the building a bridge across the stream on the eastern side of Indian island and where the lottery bridge was built and on condition the inhabitants of said Pepperrellboro have free liberty to pass over said bridge when built also over a bridge on the west side of said island aforesd when built free from all charge as long as said bridges shall remain the aforesd sum to be paid in lumber at the market price and to be paid to those persons who will undertake to build said bridges and obligate to build them by a certain time hereafter to be prefixed by a committee to be appointed for that purpose

Voted that Capt Joseph Bradbury Col Humphrey Pike and Deacon Samuel Seamman be a committee for the above mentioned purpose

April 11, 1789

p. 144 Laid out by the selectmen of Pepperrellboro
Beginning at the N.W. end of the highway that lays across William Foss's land near the house of Samuel Gould thence running W.N.W. forty rods through the land of Samuel Gould- thence running N.W. one hundred and twenty rods through the land of Joseph Gould and Samuel Gould and George Harmon to the land of John Boothby thence S.W. fourteen rods on sd Boothby's land - thence W.N.W. sixteen rods thence N.W. one hundred and twenty four rods

April 3, 1790

p.146 Warrant To choose a committee to see what alterations may be made in the road that leads to Buxton; that may be thought beneficial to this town and to petition the Court of General Sessions of this county for a committee to make sd alteration as per request of Benjamin Simpson and others

p.147 Voted that Deacon Samuel Seamman Col. James Seamman & James Coffin as a committee to inspect the road leading to Buxton & if it appears to be beneficial to petition to the Court of General Sessions for a committee to lay out or alter said road

p. 148 Voted to allow Mr. Abner Sawyer the ballance of his account for building a bridge on the road between Saco Falls & Samuel Dennet's after reducting out what is due to him on his rate bill

p.160 A return of a road laid out from Buxton line to Scarborough line and from Scarborough line to Buxton road beginning at Buxton line then running ~~xxxxxx~~ southeast across John Woodsum's land and James Foss's and then on the line between Stephen Tibbets and Ephraim Bryant and Benja. Woodman and between Samuel Tibbetsand William Nol Holmes' land from thence across Mathias Ridlon and ElijahSillea's land from thence across John McKenney's land by his house to the brook to Scarborough line ~~&~~ being where the road now is -- Then beginning at said road and runningsouthwest on the linebetween Mathias Ridlon and Elijah Sillea's land and then between sd Ridlon and John McKenney's land to a pine stump near a brook then running as the road now is to a pine stump near the east end of Jeremiah McKenney's house from thence a straight course acrosssd McKenney's land and Joseph L Libbey's land and Thomas Libbey's land and Richard Dreser's land to sd Dreser's house frame from thence across sd Dreser's land southwest to Elijah Libbey's land then across sd Libbey's land in the old logging road to the mill pond from thence by sd mill to James Tiler's land from thence across said mill pond between sd Tiler's land and Elijah Libbey's land to a new bridge that crosses the Heath Brook so called then beginning at the north east corner of James Tiler's land and running South west on the line between sd Tiler's land and Samuel Berrey's land one hundred rods to Wm Sawyer's land thence on the line between sd Sawyer's land and Samuel Berry's land to the middle line so called from thence across Robert Patten's land on a straight course to Buxton road said course being west

Pepperrellboro April 28 1791 Selectmen

p.161 A return of a road for the use and benefit of the town of Pepperrellboro beginning at the road that leads from William Sawyer's dwelling house to the northeast corner of Samuel Berry's land thence from said corner a northeast course two hundred rods between Samuel Berry's and William Sawyer's land and James Tyler's on the line to a bridge over the Heath brook so called and from thence as the road now goes along by the southerly side of the dwelling house of Thos. Libbey till it comes to the land belonging to Job Sevea (Seavey?) and from thence between the land of Job Sevea and Thomas Libbey to a place called the East Hill and from thence a direct course to the dwelling house of Samuel Hains and from thence on the southeast sideof Samuel Hains's land till it comes to the line of the town of Scarborough ~~in~~ the said road to [sic] two ~~1~~ 0 rods wide the whole way and taken out of the land as the owners has agreed.

Pepperrellboro April 28, 1791 Selectmen

Both approved at the May meeting following

October, second Monday, 1792 Accepted return of road

p.166 A return of a road laid out by the selectmen that ledds from Thomas Sinnot's land by the river down to the boom beginning at a hemlock tree on land of Thomas Sinnot then south 40 poles then south 50 degrees east 20 poles then south 80 degrees east 46 poles then south 86 degrees east 30 poles then north 65 degrees east 30 poles then south 14 degrees east 128 poles then south 10 degrees east 52 poles then south 28 degrees east 60 poles then south 5 degrees east 38 poles to Col. Cutts ' pasture barrs then south 28 degrees east 112 poles then south 5 degrees east 40 poles then south 55 degrees east 60 poles then south 70 degrees east 198 poles to the corner of Dr. Aaron Porter's land adjoining Saco river. From thence by the river to Deep Brook 154 poles from thence

1792 Sinnot to Boom (cont.)

p.166 across Deep Brook and David Sawyer's land by the river to the road that leads to said Sawyer's house from the boom so called said road to be three poles and one half pole wide
Pepperrellboro September 6, 1792 Selectmen

The above courses were run by me, Nicholas Smith surveyor

May, first Monday, 1795

187 Voted to accept of a road laid out by the selectmen provided the several owners of the land which said road leads through and takes up will give the land for that purpose viz Samuel Hill Ephraim Bryant James Gray John Runalds William Grace Samuel Tibbets Mathias Ridlon Thomas Edgecomb and Mrs. Mason

188 (Return not written in though space was left for it.) See p. 267 and p. II-10

June 20, 1705 adjourned meeting

191 Voted to accept of the following return of a road laid out by the selectmen provided the owners of the land which said road takes up will give their land for said purpose
The return of ~~the~~ said road is a follows viz
A return of the road laid out in Pepperrellborough the twentieth day of June 1795
Beginning at the mouth of Buxton road and running south sixty maine degrees east through the mill lot so called and through the parsonage ~~land~~ at the north east end and through the land of James Gray till it meets the road leading from the Lower Ferry near Paul Jonkins' (sic) house, said road to be three and one third rods wide

195 November 9, 1795

Voted to discontinue that part of a road laid out in Pepperrellborough that is on land now improved by Jeremiah Staple

In re Spring's dam

185 Warrant March 19, 1795 To see if the town will take into their consideration what measures to take to prevent the inhabitants of said town being damaged by the means of a dam which Capt. Seth Spring has built across the Saco river
(Not acted on in regular meeting.)

Warrant October 25. 1795

193 To see what further measures the town chooses to take respecting Spring's mill dam

To see what measures the town will take respecting the mill now building below the landing near Bennet's

November 9,1795

195 Voted to remove Capt. Seth Spring's mill dam
Voted that the town direct the selectmen to take down said dam

Pursuant to an act of the General Court of the Commonwealth of Massachusetts for taking an accurate plan of the several towns in said Commonwealth the inhabitants of the town of Pepperrellboro have been legally notified have met and appointed a committee to carry into execution the aforesaid resolution
Pepperrellboro Sept. 22, 1794

p. 183

Voted at the abovementioned meeting Edmund Coffin surveyor
Voted to give said Coffin six shillings per day he finding himself
Voted Isaac Seamman and Samuel chainmen
Voted to give said chainmen five shillings per day they finding themselves
May 2, 1796

p. 201

Voted to reconsider the vote(passed at a meeting of the town on November 9, 1795) for discontinuing that part of the road leading up by the river, which runs across Jeremiah Staples's land so called.

In re Seth Spring's dam and bridge

April 4, 1796

Agents . . . more especially to prosecute Mr. Seth Spring and others for erecting a mill-dam across Saco river which said dam has destroyed a part of one of the roads in said town

February 1, 1797

Being requested by more than seven of the freeholders of the town of Pepperrellborough to call a meeting of the inhabitants of said town to see what measures the town will take respecting Seth Spring's petition to the General Court for leafe to land his bridge on the town road, the General Court having notified the town to shew cause on the third Wednesday of February instant wherefore said petition should not be granted . . .

Fabruary 6, 1797

Voted unanimously to oppose the petition of Seth Spring to the General Court how holden at Boston, respecting said Spring's bridge
Voted to choose a committee, to assign the reasons said town have for such opposition, and to petition in their behalf that the prayer of said Spring's petition may not be granted.

May 19, 1797

Voted that the Representative shall use his influence at the General Court against Seth Spring's bridge.

May 10, 1797
A Return of a Road

p. 215

Layed out in the town of Pepperrellborough, a town-way as follows vizt: Beginning at the south-west side of the road (layed out by the selectmen of said town in June 1795 from the mouth of Buxton road south-easterly to the road leading to the lower ferry at Paul Junkins's house.)- and running south-west eighty four rods to the road leading from the falls to the Meeting-house, said road to be three rods wide and to be on the north-west side of the parsonage at the Meeting-house

January 29, 1798 Adjourned from the Meeting House to John Cleaves

p.222 Voted to accept of the return of a road made by the selectmen ... Pursuant to the within request we the subscribers selectmen of the town of Pepperrellborough have layed out a town way as follows vizt: Beginning at Buxton road by Benjamin Simpson's and running south sixty degrees west twenty six rods, then south fifty one degrees west eighteen rods, then south eighty four degrees west twenty one rods, then north fifty five degrees west thirty five rods, then south sixty eight degrees west ten rods, then south fifty three degrees west twenty four rods, then south sixty five degrees west twenty four rods, then south eighty degrees west eight rods, then north seventy four degrees west eight rods, then north forty degrees west ten rods, then north sixty degrees west sixteen rods, then west seventy rods, then north eighty two degrees west thirty rods, then north seventy degrees west twenty rods, then north eighty (four apparently crossed out) degrees west sixty four rods, then north seventy seven degrees west fourteen rods, then north fifty three degrees west twenty six rods, then north forty five degrees west forty two rods, then north sixty degrees west twenty rods, then north forty degrees west forty six rods, over the bridge, then north fifty seven degrees west seven rods, then north forty degrees west ten rods, then north fourteen degrees west one hundred and twenty rods, then north thirty eight degrees west twelve rods to Buxton line, said road to be three rods wide the whole distance

← March 19, 1798

p.226 Voted to discontinue that part of the road in said town leading from the meeting-house south easterly forty rods and upwards to the corner, then north-east eighty rods and upwards to the corner of said road by Paul Junkins's house, as unnecessary in consideration of a road layed out from said Junkins's house north-westerly to Buxton corner, being accepted by said town and opened, and to have the same shut up soon as the road leading from the meeting-house north east to the cross road is opened and made passable.

p.227 April 2, 1798

Voted that the selectmen go and view the expediency of a road from Thomas Dearing's dwelling house to Brown's brook (so called) agreeable to a request signed by several of the inhabitants of said town:- and if it should be expedient to lay out said road accordingly.

May 7, 1798

p.234 Pursuant to the within request, we the subscribers selectmen of the town of Pepperrellborough, have layed out a road in the following manner, vizt.. Beginning at the end of the road layed out by the Saco river at the north-east side of Benjamin Hill's land, near the south corner of land belonging William Sawyer, and running north seventy eight degrees east twelve rods, thence north forty five degrees east seventy rods, thence south seventy nine degrees east thirty six rods, thence north eight eight degrees east twenty rods, thence south sixty five degrees east twenty four rods, thence south eighty five degrees east thirty two rods, thence south fifty five degrees east forty three rods, thence south sixty five degrees east thirty rods, thence north eighty eight degrees east twenty eight rods, thence north sixty eight degrees east, twenty three rods, thence north forty five degrees east forty four rods, to Buxton road near the lower end of the large bridge, the said road to be three rods wide the whole of said distance.

June 25, 1798

p 235 Notification To see what the inhabitants of said town will do respecting the new road layed out by the committee from the Sessions last Fall, from Seth Spring's bridge to Buxton road.

July 9, 1798

p. 236 Voted not to open the road layed out by the committee from the Sessions from Seth Spring's bridge to Buxton road.

Voted Cyrus King a special agent to appear in behalf of this town respecting the road layed out from Seth Spring's bridge to Buxton road last fall by a committee from the Sessions; and prevent said road being opened; (provided any application is made for the opening said road at Waterborough Court in August next or November.

October 15, 1798

p. 242 Voted that James Grey, Jr., be a special agent for said town to appear at next November term to answer to the order of notice concerning the road layed out from Seth Spring's bridge to Buxton road.

Same

p. 243 Pursuant to the above request we the subscribers selectmenof the town of Pepperrellborough, have layed out a town way in the following directions; viz:
Beginning at Solomon's Libbey's land at the north-east corner adjoining the road that leads from Buxton road to Scarborough near Nonesuch mills and running from said corner east forty eight degrees south sixty six rods, thence east thirty two degrees south forty rods, thence east twenty nine degrees south eighty rods, thence east thirty three degrees south forty eight rods, thence north seventy three degrees east sixty eight rods, to Solomon Burnham's land thence east ten degrees south forty eight rods across said Burnham's land, thence east ten degrees south forty six rods, thence east forty degrees south sixty rods, thence east eighteen degrees south forty six rods, thence east sixty eight degrees south forty four rods to the road formerly layed out across John Boothby's land; said road to be two rods wide the whole of the aforesaid distence.

March 11, 1799

p. 240 Resolved, that Mr. C. King the agent of the town be direct d, and hereby is directed to proceed to prosecute that person or those persons who (by erecting a dam across at a place called Bennet's Riffling:) destroyed the town road leading to the boom (so called) by the river; and that the selectmen are hereby authorized to grant to said agent a necessary sum of money.

April 1, 1799

Voted That the present agent be authorized to settle those matters wherein the town is concerned respecting damages done to the road leading up from Bennet's landing by Saco river to the boom, in such a way and manner as may be most convenient and for the interest of the town.

April 15, 1799

Voted That Mr. Cyrus King the present agent for the town be directed to appear for said town at the next Court of Genral Sessions of the peace to be holden at York respecting an indictment against the road from the mill priviledge to the boom and to take such measures respecting such indictment as xkxikxmxpxxxxtx to him shall appear most conducive to the interest of the town.

A Request

To the Selectmen of Pepperrellborough, We the subscribers inhabitants of the town of Pepperrellborough labouring under much inconveniency on account of the road or high way leading up by Saco river from Dennet's landing (so called) to the boom being washed away and encumbered with drift stuff as to render it impassible, expecting therefore the priviledge of other inhabitants: we hereby would request of you to call a meeting of the freeholders and other inhabitants of said town, to see what measures the said town may then conclude to take that such encumbrances on the highway may be speedily removed, or to make such alterations in road as best to accommodate the town and individuals.
Pepperrellboro. Augst.. 15, 1799 Eleven signers

Pepperrellboro. Augst. 24, 1799

Warrant To see if the inhabitants of said town will accept of a return of a road layed out by the selectmen of said town; leading from the upper landing (so called) to Nicholas Berry's on the high land.

September 9, 1799

Would not vote to accept of the return of a road as layed out by the selectmen; for the acceptance of which said meeting was called.

March 24, 1800

Voted To discontinue the road leading from the old to the new road at the morthwest end of the meeting house.

April 7, 1800

Voted To reconsider the vote passed at the annual meeting (from which this is an adjournment) for discontinuing the road leading from the old to the new road at the north west end of the meeting house.

October 20, 1800

Voted To accept of the return of a road up by Saco river from Spring's bridge to Goodrich's brook (which return is as follows vizt.)-

Pursuant to a vote of the inhabitants of the town of Pepperrellborough legally assembled in town meeting. Dated . . We the subscribers xxx selectmen of said town have viewed the road up by Saco river, and have thought necessary to make an alteration in that part of the road leading from Seth Spring's bridge to Goodriches brook (so called) in the following directions vizt. Beginning at the old road layed out by the committee from the Sessions, at one rod distant west from the west corner of Samuel Dennet Junr. barn, and running north twelve degrees west twelve rods, thence north forty three and half degrees west twenty six rods, thence west six rods to Goodrich's brook, said road to be two rods wide the whole distance, one rod on each side of said line as

. now run: and appraise the damages to Samuel Dennet Junr. at twenty seven dollars.

Voted to accept of the following return of a road . . .

p. 267 Be the subscribers selectmen of the town of Pepperrellborough have pursuant to the within request layed out a priv te way for the accommodation of Samuel Woodsum at the west corner of the town in the following directions vizt. Beginning at the road leading from the dwelling house of Benjamin Simpson and George Newbegin to Buxton line thence running south west on a line between the land of William and Josiah King one hundred and forteen rods to Abner Woodsum's land thence on the most convenient land for a road westerly to the ferry-ways near said Woodsum's house, under the encumbrence of gates and bars where they m y be necessary.

Voted to accept of the following return of a road from Wm. Hannah Mason's by Jno. Runnels's

p. 267 Whereas a road was layed out by the selectmen of the town of Pepperrellborough and accepted at a legal town meeting held on the first Monday of May 1795, leading from Buxton line by the Widow Hannah Mason's dwelling house by John Runnels to the old road near Samuel Tebbits's dwelling house; and said return not being recorded only in part, and the inconvenience arising to the inhabitants living on said road in not having the same opened and made passable as a town way.- See p. 188, and p. 5 We therefore the selectmen of said town have relayed out said road in the following directions vizt:- Beginning at the town line by the Widow Hannah Mason's dwelling house, thence running south sixty nine degrees east one hundred and six rods; thence south sixty two degrees (sic) thirty two rods, thence south sixty six degrees east: forty five rods, thence south sixty degrees east twenty three rods, thence north forty three degrees east twenty and half rods on the line between Benjamin Grant and John Chamberlain, thence south forty three degrees east twenty eight rods across and between John Runnells and John Chamberlain, thence noth forty three degrees east two hundred and eighty one rods to the old road at the school-house between Samuel Tebbits and Nathias Ridlon said road to be two rods wide the whole distance; one rod of which to be taken out of the land lying on each side of said course.

p. 268 Voted To accept of the following return of a road or alteration thereof leading from Buxton corner (so called) to Paul Junkins's house We the subscribers selectmen of the town of Pepperrellborough by the advice of several of the principle inhabitants of said town, and the consent of David Sewall Squir the Commonwealth's agent who agreed to this alteration for the purpose of preserving the meeting house lot in a square figure have altered the road (layed out by the selectmen and accepted by said town in June twentieth 1795) leading from Buxton corner to Paul Junkins's dwelling house; And layed the same out in the following directions vizt: Beginning opposite the present avenue of the Buxton road and running south forty six and three quarters degrees east sixteen rods from the lower side of the post road, thence (being the south corner of the meeting house lot) south sixty eight degrees east seventy three rods to James Gray Junr land, thence south sixty eight and half degrees east to Paul Junkins's house across said Gray's land being about forty six rods: Said road to be three rods wide in every part.

March 16, 1801

p. 270 Warrent To see if the inhabitants of said town will agree to straighten the road leading from the mouth of the Old orchard road to the lower Ferry, and open the same a sufficient width to Bare Knee point (so called) by a request of sundry inhabitants.
Voted to straighten and open all roads to their sufficient width.

April 6, 1801

p. 274 Voted That the selectmen lay out the road leading from the Post road south east to the meeting house, across the town's land.

August 17, 1801

Voted James Gray Junr. a special agent to appear at the Court of General Sessions of the Peace to be holden at Saterborough in the County of York; to answer for & in behalf of said town respecting two orders of notice: on issued in fatour of Capt. Seth Storer & Colo. Thomas Cutts, respecting damages in consequence of road or highway being laid out from Seth Spring's bridge to Buxton road near the cor-
274 ner; and the other respecting Seth Spring the applicant, to show cause why a committee should not be appointed to rake the same highway passable and convenient for travellers.

To accept the return of a road layed out by the selectmen of said town & an alteration also beginning at the old gate (so called on the lower ferry road in said town) and leading to the sea wall, agreeable to the request of several inhabitants.

274-5 To the selectmen of the town of Pepperrellborough.
Gentlemen-
From the increase of travelling to the mouth of the river by Mr. Samuel Chase a road has become necessary, to begin where the present road now terminates, near said Chases & to extend to the shore at Bare Knee point, said road, should it be judged of general utility, to be made by the town. Your petitioners further suggest that several useful alterations might be made in the road leading from the falls to said Chases, whereby the distance might be shortened and the road be made more convenient, which from the increase of business to the lower-ferry are objects of the the first importance.-
Eight signers (Asa Stevens first)

275-6 Pursuant to the above request we the subscribers selectmen of the said town of Pepperrellborough have agreeable to the tenor thereof viewed the premises therein described, and have finally agreed to straiten the road leading from where the old gate formerly was erected, to the mouth of the lane or road leading on a direct line to Samuel Chase's house and to ace river(as before layed out,) and also to lay out a road leading from the said mouth of said lane or road, to the sea, leading in the following directions viz:. Beginning at the place where the old gate was erected and running from thence south twenty two degrees east fifty nine rods through Jesse Lumbard's land; thence south fifteen degrees east twenty rods, thence south five degrees west seventeen rods through Ephraim Bedlon's land; thence south five and an half degrees west twenty seven rods, thence south six degrees west two rods by the bank of the said river, thence south seven degrees east e eighteen rods to the turn in the old road by a pair of bars; thence south twelve degrees east fourteen rods in the old road, thence south twenty four degrees east nineteen rods, thence forty nine and an half degrees east twelve rods to the lower side of said mouth of a road before mentioned (it being at the turn of the road layed out and

(Road to Bare Knee point cont.)

accepted by the town in the hear 1777.) Thence south fifty one degrees east sixteen rods, thence south twenty degrees east twenty two rods, p.276 thence south fifty two and half degrees east eighteen rods, thence south sixty nine degrees east twenty two rods, thence south fifty nine and an half degrees east thirteen rods, thence south sixty seven degrees east thirty eight rods to a large pitch pine tree, thence the same course sixty two rods to the sea wall.- and we have assessed damages to the several persons as follows viz: to Jesse Lumbard five dollors, to Ephraim Redlon two dollars, to Samuel Chase twenty five dollars; and the said road to be three rods wide in every part.

sixty eight and an half degrees east nineteen rods, thence south

March 15, 1802

p.296 Voted That the said agent for the town be authorized to search all records and get what information he could respecting the highways & landings in this town, and report at the adjournment .
(No report in 1802.)

May 3, 1802

p.293 Voted To accept the return of a road layed out by the selectmen of said town pursuant to a request of sundry inhabitants living at the falls, leading by and adjoining lots purchased by Messrs Cleaves & Tucker, Nathaniel Fernald, Moses Lowell and John Berry on the westerly side of the mill brow, be accepted as a townway, provided that those said persons petitioners for said road pay all damages of the same, whatever the party injured over whose land said road is layed ut, and the selectmen may agree upon.

Which return is as follows, viz:-

Beginning at one rod and twelve feet distance from and parallell with with the southerly end of the house formerly owned by John Berry deceased and running north twenty two degrees west three rods & seven tenths of a rod, thence north thirty two and half degrees west five rods more or less to the post road, said line is the center of said road, and said road to be two rods wide in every part.

p.293-4 To accept of the return of a road layed out by the selectmen of said town by or near the meeting-house to the Post road by Phinehas Kelly's shop-

Which return is as follows - viz.-

Beginning at one and an half rod distance north-e at from a rock the eastern corner of the wharf proprietor's purchase from thence north seventy four degrees west fifty two rods to a small bridge, thence from said bridge north eighty five degrees west thirty seven and an half rods, to a line which runs from the northerly corner of John Cleaves's dwelling house north forty eight degreen west (to the Post road) and intersecting said line at the distance of sixty three feet from said corner of said house; which two first courses are the center of said road up to said line, and thence by said line which is north forty eight degrees west from said corner of said house, and all on the westerly side of said line until it comes into the said Post road; the said road to be three rods wide in every part. -

Perambulating & running the line between the towns of Pepperrellborough & Buxton June 16, 1802

p.295-6 Whereas by a law of this Commonwealth it is made the duty of the selectmen of their respective towns to see that the lines between their towns be run and renewed every five years to prevent any interference of jurisdiction: - We therefore the undersigners James Gray Junr., Joseph Bradbury and Edmund Moody the selectmen of Pepperrellborough: and Jacob Bradbury and Samuel Cutts selectmen of Buxton together with Samuel Knight of said Buxton an assistant, and all in the County of York; In pursuance of the said law after due notice given by the town of P Pepperrellborough (that being the segnior town) of the time and place and for the purpose aforesaid met agreeably thereto with Seth Burnham of Arundel our surveyor and after due examination and enquiry relative to the most noted as well as indisputable monuments which were necessary to regulate said line between said towns; have agreed and do mutually agree that the lower maple tree at Saco river, and the stump (sic) of a beach tree standing at the end of the Patent line in Scarborough and adjoining said Buxton (and being the patent line of said Pepperrellborough are the two extreme monuments to run to and from. - Then beginning at the aforesaid maple tree whih we marked with the letters P & B and also with two spots on each of the two side fore and aft of said line, and ran from thence north forty six degrees east, and marked some trees where they stood directly in the line on said course with the same marks as those on the said maple tree; said line run about four rods north west of the old pine stump the reputed monument of the middle line of Pepperrellborough standing in Nathaniel Lord's fence, said line also run over a pine stump on the top of the hill north of John Davis's house which we marked with the said letters P & B and continuing said line we run about one rod to the eastward of the dwelling house of Joseph Mason's heirs, we also continued on said course untill we came to where a line running from the fence between Ephraim Woodman and the widow Sarah Woodsum north west; and a line to run north twenty one and an half degrees east from a large maple tree standing by said fence, will intersect each other; at which place of intersection we put down a stake, at the distance from said fence on said north west course of twenty one paces; which we do mutually agree shall be the true dividing line between said town of Pepperrellborough and Buxton hereafter. -

August 16, 1802

p.298 Voted That the agent for said town attend to the indictment against said town for the Causeways being out of repair, and get such advice as will be necessary.

That the selectmen petition to have the county road discontinued from Spring's bridge to the millbrow when the new road is made passable if they should think it expedient.

March 14, 1803

p.302 Voted That the agent or agents oppose the petition of the mill proprietors to the Sessions being granted.

305 May 2, 1803

Voted That the selectmen be directed to lay out a road from the end of the town road at the north corner of Robert Patterson's land through old orchard, and to notify all persons interested in the lands through which said road is to pass previous to their entering upon the business; & make return thereof at the adjournment of this meeting.

307 June 6 Postponed to the next annual meeting.

Voted To accept the report of their committee chosen at last March meeting "for the purpose of ascertaining the right of the town of Pepperrellborough to any lands, roads, & ferryway &c in the town & to make a report of the same.

Which report is as follows. vizt:

To the inhabitants of the town of Pepperrellborough. -

"Your committee chosen in March last to ascertain the right & interest of the town of Pepperrellborough in any roads, lands, or ferryways, now occupied & improved by individuals. - Request leave to report that in their opinion in Rendezvous point (so called) the town have an unquestionable right & interest, and also in the landing and ferryway below Saco falls (so called) and also from the best information we can obtain that they also possess an interest in other landings. - Yet from the variety of papers necessary to examine & want of a proper plan they are not able at this time to give so full and complete an idea of the business as they would wish:- The town will therefore judge of the expediency of getting an accurate plan of the above stated premises:- and of appointing an agent or agents to ascertain and procure the best possible mode of gaining the property of the town in the above landings and ferryways. . . .

That a committee of three for the purpose of conferring with the selectmen after an accurate plan has been taken by them of the ferryways and landings . . . .

To accept of the return of a piece of road leading from the lowerrferry road (as now layed out,) to Capt. Asa Steven's new store & wharf.

Which return is as follows. vizt:-

Beginning one and an half rod south east of the east corner of said Stevens's store, and from thence north forty two degrees east on said Stevens's land nine rods, thence on said Stevens's land north five degrees west one and an half rod, thence the same course on land of the heirs of Enos Chase Junr fourteen ~~rods~~ and an half rods, thence on land of said Stevens's twenty rods, thence on land of Samuel Chase twenty two rods to the road leading from the falls to the sea; said road to be three rods wide in every part.

To accept of the return of an alteration in the road by Honesuch &c

Which return is as follows. vizt:

Beginning in the said road as it was formerly layed out and as it is now used eleven rods ~~north~~ south-east of Benjamin Grant's house and from thence south east twenty nine rods, on land of John Runnells, thence north forty four degrees east fourteen rods on land of James Gray Esqr. to the old road, said road to be two rods wide.

To accept of the return of a road from John Cleaves's house to the school house, being the first below the Post road. vizt: Beginning at the road leading from the mill-brow to the old meeting house nearly opposite the north east corner of Mr. John Cleaves's dwelling house between the land of said Cleaves and Samuel Kinrick, and from thence north forty three and three quarters of degrees east ninety five rods, to the road leading to the lower ferry, it being the land reserved for that purpose by the Hon. David Sewall Esqr. said road to be three rods wide in every part.

To accept of the return of a road leading from the Post road opposite to Thomas G. Thornton's Esqr. dwelling house south easterly to the old meeting house.

(School street cont.)

Agreeable to the request of a number of the inhabitants of the town of Pepperrellborough to lay out a road on the land reserved for that purpose by the Honle. David Sewall Esqr. we the subscribers have layed out the following road vizt. Beginning at the County road opposite to Thomas G. Thornton's house, between the lands of Jonathan Tucker and Benjamin Pike, from thence south forty six and three quarters degrees east seventy and an half rods, to the town road at the north west end of the old meeting house, said road to be three rods wide in every part.

March 11, 1805

Voted To accept of the return of a road leading from the upper side of Ebenezer Dennet's land easterly by Deep brook mill and on to ~~the~~ Buxton road, layed out in 1801 - on condition that William Sawyer, Jr. the present owner of said Dennet's land let Nicholas Dennet have a pasage way of two rods wide from the south west end of his land to said road on the south east side of said Sawyer's land, he said Nicholas Dennet paying for said passage way such a compensation as any two disinterested men the parties may agree upon, shall say the same is reasonably worth.

Which return is as follows vizt:
. . . . selectmen . . . have viewed the lands for a town road leading from Ebenezer Dennet's upper line down by the ~~Saco~~ mill on Deep brook and have . . . layed out the road in the following direction vizt:- Beginning at said Dennet's upper line by a crotched pine standing near to Col. Cutts's lower line, thence running south sixty four ~~and~~ half degrees east seventy four rods across said Dennett; thence south fifty nine & three quarters degrees east fifty two rods,* thence south forty nine degrees east thirty eight rods over the bridge, thence south eighty seven & half degrees east eighty rods, thence north seventy one degrees east fifty one rods, thence north seventy eight & three quarters degrees east thirty eight rods, thence South fifty degrees east ninety rods, thence south sixty three degrees east twenty four rods, thence south eighty four & half degrees east sixty rods, thence north sixty five & half degrees east nine rods to Buxton road aforesaid - . .

* thence south sixty four & half degrees twenty rods to the mill

Voted To accept of the return of a road layed out by the selectmen of said town from the east corner of John Berry's Junr's store to the county road north seventy degrees east.

Which return is as follows vizt.-
Agreeable to a request of a number of the inhabitants of the town of Pepperrellborough to lay out a road from the end of the road that was laid out and accepted by the town in 1802 at or near John Berry Jr's. store to intersect the county road that leads to the ferryways below Saco falls.

We . . . have been and viewed the ground and have laid out the follo ing road vizt.- Beginning at the east corner of John Berry Jr's store and from thence north seventy degrees east five rods to the road leading to the ferryways and said road to be two rods wide in every part and that the petitioners pay for damages of said road fifty dollars

April 1, 1805

voted To reconsider a vote passed at the meeting held on the twelfth [?] day of March last past, from which this is a second adjournment for accepting " the return of a road layed out by the selectmen in 1801 and leading up by Deep-brook mill easterly by John Sellea's house to Buxton road." -

April 1, 1805 (cont.)

To accept of the return of a road leading from the road on the north west side to John Grac's land southerly to the heath road by Stephen Milliken's house, . . .

Agreeable to a request of a number of the inhabitants of the town of Pepperrellbo rough to lay out a road from the road leading from Buxton by John Runnells's to Scarborough to intersect the road that leads from Mr. William Sawyer's to Nonesuch mills - . . .
Beginning at the first mentioned road one rod north east of the line between James Gray Esqr. now improved by Benjamin Grant Junr. , and William Grace; from thence on said Gray's land south east forty six rods, thence on John McKenney's land south sixty nine degrees east twenty four rods, thence on the line between John McKenney Junr. and James Edgcomb and William Grace south east forty two rods, thence on Richard Dresser's land south thirteen degrees east sixty four rods, t thence on Stephen Milliken's land south thirteen degrees east sixty four rods to Nonesuch river, thence on said Milliken's land south fifteen degrees west nineteen rods, thence on said Milliken's land South forty four degrees east thirty eight rods, thence on said Milliken's land south two degrees east nine rods , to the road leading to Nonesuch mills; . . ..

May 6, 1806

241 Voted To accept of the return of a private way layed out between the dwelling house of Wm. Hannah Scamman and the store now occupied by James B. Thornton.

Layed out for the use of the Widow Hannah Scamman in the town of Saco a private way leading from the lane going to Capt. Seth Storer's old house as follows viz: Beginning at the south east corner of the widow Hannah Scamman's dwelling house, thence running south sixty degrees west between said house and the assembly seven rods more or less to the county road leading from Spring's bridge to the wharf below the falls in said Saco, to be fifteen feet in width and all on the south side of said line - Containing six aquare rods and four tenths of a square rod of land, estimated the damages, on three square rods of the above (three other three appearing to be allowed by the committee in the division of the mill priviledge) at seven dollars and fifty cents.

342

November 3, 1806

344 [Accepted road By Deep brook mill to Buxton road as laid out in 1801(sic) See Book I, Pg. 338; 337; this page 15]

Voted To accept of the return of a road . . .
Agreeable to a request of John Boothby and nine others . . . we have laid out the following road vizt: Beginning opposite the house of Michael Mason on the Post road at a stake and stone at the mouth of the road leading towards the Heathe; thence running north-west one hundred and fifty seven rods in the middle of said road is now trod thence north fifty eight degrees west forty two rods, thence north seventy five degrees west forty eight rods, thence north eighty one degrees west thirty eight rods, thence north seventy degrees west eighteen rods, thence north fifty four degrees west forty two rods, thence north eighty degrees west forty six rods, thence north thirty seven degrees west fifty four rods, thence north west thirty two rods, where it meets a road before laid out through the land of George Parcher, Pelatiah Gould & others.

p. 3&7 Voted To accept of the return of a piece of road layed out by the selectmen from sandy hill in old orchard westerly to the road at William Jameson's house.

Which return is as follows, vizt:-
Pursuant to a request from Aaron McKissick and sixteen others, residents of O.O. to alter or lay out a road from Sandy hill in old orchard . . .
Beginning at Sandy hill aforesaid eight rods northeast from the house where Jephaniah Hews now dwells thence running north seventy degrees west on land belonging to Moses McKissick to land belonging to Robert Jameson thence twenty one rods on the same course on said Jameson's land, thence running south eighty degrees west forty eight rods, thence north eighty five degrees west sixteen rods, thence north seventy degrees west twenty rods to Thomas Dearing's land, nearly where the winter road was formerly trod, thence on said Dearing's land south west thirty six rods to the former road near the house of Thomas Dearing aforesaid, the said road to be three rods wide in every part thereof.

End of Book I

Book II, April 6, 1807

p. 7 Voted That the Causeway by the river from fort hill (so called) to Spring's bridge be repaired. (There was question of discontinuing.)

That the selectmen be directed to open the road over the causeway & remove all the encumbrances thereon.

p. 9-10 May 14, 1807

Voted To accept of the return of a road laid out by the selectmen of said town leading from the road by Joseph Webster's north westerly to the Post road, provided the town have nothing more to pay for the land than seventy dollars which is voted to Mn. Joseph Bradbury and Jeremiah Bradbury . . . .

Pursuant to a request . . . . we . . selectmen . . . have laid out said road, . . . Beginning at the road now used as a town way near to Joseph Webster's dwelling house, thence north forty seven degrees west on the line between Thomas Means and said Webster one hundred twenty four rods to the head of said Webster's land, thence north twenty five degrees west thirty four rods on George Means, thence north fifty seven degrees west twenty rods, thence north seventy eight degrees west twenty six rods, thence north fifty one degrees west sixty rods all on George Means, thence north eleven degrees west fifty two rods on Eliakim Tarbox, thence north forty seven degrees west on the line between said Tarbox and James Foss Junr. seventy six rods, thence north sixteen degrees west sixty rods on said Foss thence north twelve degrees east twenty rods, thence north twenty eight degrees west sixteen rods over little river to a fir tree to Joseph and Jeremiah Bradbury's land, thence north fifty three degrees west sixty rods, thence north thirty six degrees west eight rods to the fence near to where the gate formerly was, thence the same course fifty rods, thence north forty one rods to the corner of the field fence, thence north fifty degrees west fifty eight rods to the Post road by Captain Tristram Redman's- said road to be two rods and one half a rod wide in every part . . .

p. 16 Voted To accept of the return of a road leading from where the shop of Mr. Furnald stands to the road that leads from the new meeting house to the lower ferry- being the second street below the Post road parallel with the same.

(High street continued.)

. . . . we . . . have laid out said road to beging by the old road p. 11 leading from the falls to the old meeting house at the Widow Furnalds n new shop, thence running north forty four & half degrees east to the road leading from the new meeting house fo the lower ferry, it being left for that purpose by the Commonwealth's agent for the sale of the State's lands, said road to be three rods wide.

March 21, 1808

Voted To accept of the return of a road from William Sawyer Junr's house by Deep brook mill to Buxton road.

Which return is as follows vizt-

16-17 Agreeably to the request of Mr. William Sawyer Junr. and John Sellea to the selectmen for altering and staking out the road leading from the northwest side of said Sawyer's land by deep brook mill across said Sellea's land to Buxton road near John Hodsdon Junr's . . . Beginning at a large crotched dry pine standing on Col. Cutts's land near to said Sawyer's upper line, thence south sixty nine degrees east seventy eight rods, thence south seventy one degrees east forty two rods, thence south seventy four degrees east thirty six rods, thence south fifty degrees east thirty two rods, thence east twenty eight rods, thence north eighty eight degrees east six rods, thence north seventy three degrees east twenty four rods, thence north sixty five degrees east eight rods, thence north eighty three degrees east thirty two rods, to the bars of said Selles's field, thence the same course thirty six rods across said Sellea's field to James Rollins's land, thence north eighty six degrees east eleven rods, thence south forty six and three quarters degrees east on the line between James Rollins and Mr. Abner Sawyer twenty two rods, thence south fifty eight degrees east one hundred and eight rods, to the lower side of said Sawyer's land, thence south seventy six degrees east twenty four rods to an oak tree, thence south seventy eight degrees east forty four rods, to Buxton road, . . . the said road to be three rods wide . . .

April 4, 1808

Voted To accept of the return of a road laid out from Abner McKenney Junr across Willm. Chamberlains & Phillip Libbeys to the Honesuch road; - and to discontinue the road laid out and accepted across Stephen Milliken & Richard Dresser to the road by William Grace's.

Pursuant to a request . . . and a sum having been subscribed to assist in the opening and making of said road . . . we . . . have laid out a road in the following direction's to wit

Beginning at Abner McKenney's near his well, at the road, thence south thirty one degrees east twenty nine rods across said McKenney's thence south forty six degrees east ninety six rods, across Samuel McKenney Junr., thence South forty six degrees east thirty eight rods 19 on William Chamberlain, thence south seventdegrees east thirty four rods across said Chamberlain, thence south t elve degrees east fifty seven rods over a bridge on Phillip Libbey's land, thence south forty eight degrees east forty two rods, across said Libbey to Honesuch road aforesaid, . . . said road to be three rods wide . . .

May 2, 1808

Voted to accept of the return of the widening and alteration of a road leading from the Post-road northwesterly to the Honesuch road.

22-3 Return

Beginning at the mouth of said road opposite to said Mason's (Book I, p. 344 - This page 16) thence from a stake & stone in the center of

(Alteration of Flag Pond road cont.)

said road north forty five degrees west one hundred and fifty two rods, thence north fifty eight degrees west forty five rods, thence north seventy five degrees west fifty eight rods, thence north eighty one degrees west thirty eight rods, thence north seventy seven degrees west eighteen rods, thence north fifty four degrees west fourteen rods, thence sixty five degrees west thirty eight rods, thence north fifty seven degrees west sixty rods, thence northforty six degrees west fifty one rods, to the lower side of thelands of George Parcher and Pelatiah Gould to where theroad was formerly laid out- . . . and said road to be three rods wide . . . - Also the road extending from thence northwesterly by Aaron McKenney's to the Nonesuch road being only two rods in width, we do hereby lay out three rods in width . . .

November 7, 1808

Voted That the McKenney road (so called) be the road to be accepted in lieu of the Milliken road:-

May 1, 1809

Voted That the selectmen be directed to take bonds of any person or persons to keep the Causeway in repair from Fort Hill, to Spring's bridge, for twenty years next ensuing for forty dollars per year, out of the town treasury, and thirty dollars of the money for highways-

May 6, Warrant, To see what measures the town will adopt respecting the Causeway leading from Fort Hill, to Spring's Bridge, or a Road on the upland.

May 13. 1809

Voted That the selectmen be authorised to give seventy dollars per year to any man or men who will give bonds to keep the Causeway from Fort Hill to Spring's Bridge in repair for ten years, thirty dollars out of the money raised for the high ways and forty dollars to be paid out of the town treasury yearly - the condition of said bond to be that the town shall be freed from all fines and presentments during said time, and the causeway be left in good repair at the end of said term - and if no person should appear to give said bonds between this time and Monday night, that the selectmen petition the next Court of Sessions for a committee to be appointed to lay out a road on the upland.

July 9, 1810

Voted To accept of the return of a road from near where Jesse Lumbard lived agreeable to the request of Asa Stevens and others

which request is as follows . . .

To subscribers represent that a road heretofore traveled from the place where an old gate formerly stood, near the late dwelling of Jesse Lumbard, easterly to the sea, has for some time past been incumbered, and can in other parts be conveniently altered, . . .

which return is as follows -

. . . Beginning at the road leading to the lower ferry(so called) twelve rods south of Elias Edgecombs,house, and from thence on land of Joseph Bradbury Jur. of Buxton, north thirty three degrees east ten rods, thence the same course partly on land of Bradbury and partly on land of Joshua Lumbard fifty three rods, to a white pine tree marked thence north sixty degrees east, on land of John Chase and the heirs of Samuel Chase fifty six rods, thence the same cour e on land of James Coffin and Asa Stevens, fifty two rods, thence the same course

on Said Chases land twenty six rods, thence on land of said Chase's north seventy five degrees east forty six rods to the sea . . . three rods wide. . . .

September 26, 1810

Voted to accept of a road [from the road leading from the post road to the heathe - thence northeasterly . . . to the town of Scarborough.]

Return

. . . Beginning at a white pine stump and stake marked, and from thence north twenty four degrees east, twenty rods, partly on land of Solomon Burnham, of Scarbo., and partly on land of David Libby to a large white pine stub, marked, thence the same course, on said Libby's land twenty eight rods, to Samuel Libby's land of Scarbo. thence on said Samuel Libby's land the land(sic) the same course sixty three rods to a large white pine stump, standing on the western bank of the brook , leading to Nonesuch, thence on said Saml. Libby's land north sixty degrees east twenty four rods, to Jonathan Foss land, thence the same course on said Foss's land, forty two rods, to Jonathan McKenney's, land thence the same course on said McKenneys land thirty rods to a stake and stone, standing in the lane, leading from sd. McKenney's house southeast to said McKenney's pasture, thence the same course to Scarboro line . . .said road to be three rods wide . . .

Octob r 6, 1810

Voted That the following alterations be made in the road laid out July 5th 1810, from near the house of Silas Edgecomb easterly to the sea - vizt. Beginning at the road leading to the ferry, one and an half rods south of Joshua Lunbard's barn, and from thence north sixty degrees east fifty one rods, to a white pine tree marked in the former return - and that the first course in said former return be discontinued.

March 16, 1811 . Warrant

To see if said town will vote to give the proprietors of Saco free Bridges, leave to erect a bridge across the eastern branch of Saco River either above or below the Falls, where it may best suit said proprietors, and with the least expence to the town of Saco, and where it will accommodate the public travelling.

May 6, 1811

Voted That the sixth article in the warrant respecting the Saco free bridges, be dismissed - and no farther doings had thereon -

Voted To accept of a road [leading from the wharf to the old Meeting house road . . .]

. . . on the land reserved for that purpose, by the Proprs. David Sewall Esqr. . . . Beginning at a stake standing on the south side of the road leading from John Cleaves's to the old meeting house, from thence south three degrees west about sixteen rods, to the easterly point of a ledge of rocks, thence south twenty two degrees west eight rods to the road leading to the wharf, said road to be four rods wide

March 16, 1812

83 Voted That the road leading by the northwest end of the old meeting to the lower ferry road, be discontinued.

May 4, 1812

Voted The selectmen be directed to stake out sommuch of the town and parsonage lands, at and adjoining the old Meeting house as they judge expedient for a public Burying Ground, and give directions for inclosing the same. And that the remainder of the town and parsonage lands adjoining the burying ground on the north east side, be rented to the 86 best advantage for pasturing, or tillage, for any term of time not exceeding ten years, the proceeds of which to be paid into the town treasury annually.

July 13, 1812 July 13, 1812

Voted To accept of a road on the high land, from Springs (road so called) to John Berry's Junrs.

. . . . 35 signatures . . . . .
Beginning at the upper side of Samuel Dennet's or Daniel Cleaves's land near the old road, from thence east one degree south on said land one hundred and two rods, thence the same course one hundred and fourteen rods on James Sawyer's land, thence the same course on Jeremiah Staple's land forty rods thence south forty degrees east, twenty rods, on said Staples thence on land of Daniel Cole south seventy degrees east eighteen rods, thence south eighty six degrees east fifty eight rods, to deep Brook,(so called) thence the same course across deep Brook, thence the same course on Abner Sawyer's land eighteen rods to the old road by the river, thence on the old road to Joel Sawyer Junr barn, from thence north sixty degrees east across the road leading to 92 Mr. Abner Sawyer's house, thence the same course on land of Abner Sawyer's thirty four rods, thence south sixty seven degrees east seventy four rods, thence on land occupied by David Bryant, the same course twenty nine rods, thence the same course on land occupied by James R. Bryant twenty four rods,, thence the same course on Thos. Cutts Esqr land eighty rods, thence on land of Moses Jacobs, south fifty two degrees east, seventy seven rods to a one and an half rod lane of Jedediah Goodrich Deed. thence south forty seven degrees east eighteen rods on said Jacobs land thence the same course four rods, on land occupied by Samuel Dennet, thence south forty degrees east on land of Seth Spring and Sons, forty one rods to Springs road (so called) . . said road to be three rods wide . . . .

May 4, 1813

86 Voted To discontinue the road near David Libby's northeasterly by Jonathan Foss and Jonathan McKennys land to the town line, that was accepted by the town Sept. 25th 1810.

March 22, 1813

97 Voted To accept of the Districting, as made and numbered by the selectmen . . . .
. . . the limits for the several districts in future, and that one surveyor is sufficient for each district.

1st District To include all the town roads about the falls, as far as the New Meeting house, and Indian Island, also from Springs bridge to the Haymarket.

(Highway districting cont.)

2nd From the new meeting house to the lower ferry, and on the two roads leading to the sea.

3rd From the new meeting house, on the post road as far as Joseph Smith's house.

4th From Joseph Smith's house to the town line.

5th Through old Orchard as far as the school house near Robert Patterson Junrs.

6th From the school house in Old Orchard near Robert Patterson Junrs to the Post road near Tristram Redman's and to include the road by Thos. and David Googins.

7th From Buxton (corner so called) to the upper side of Samuel Patterson's land, also from William Sawyer Jrs to Buxton road,

8th From the upper side of Samuel Patterson's land to Richard's bridge.

9th From the southeast end of Richards's to the town line near John Davis's.

10th From Springs bridge near the river to the upper side of Daniel Cole's land.

11th From the upper side of Daniel Coles land to the school house in the 7th school district near Thos. Ladd's.

12th From the school house in the seventh district near Thos. Ladd's, to Buxton road.

13th From Buxton road near Benju. Simpson's leading by said Simpson's to the Baptist meeting house.

14th From the post road near Simon Rice's to Clemon Libby's.

15th From the school house near William Sawyers, and by said Sawyers to the town line.

16th To include all the roads in the north corner of the town, not before mentioned.

May 5, 1813

Voted To discontinue the road from John Berry Junrs. to Springs Road, (so called) on the upland as reported by the selectmen and accepted by the town July 13th 1812.

pril 4, 1814

Voted To accept the return of a road from the flag pond road to Buxton road . . .

Return of the road

. . . beginning one and an half rods northeast of Timothy Stuart Jrs. land, on land of Cornelius Boothby, from thence south forty five degrees west, one hundred and fifty six rods, on said Boothby's land, thence the same course, one hundred and thirty five rods, on Thomas Jenkins's land, thence the same course ninety six rods between lands of Thomas Jenkins and Samuel Irins Jr. to the middle line of the (Patent so called) thence the same course, between lands of Nicholas

Dennet and Tristram and Ichabod Jordan, three hundred and ninety four rods, to Burton road . . . three rods wide . . .

1764 Voted To accept of the return of a road from Scarboro. line near David and Joseph Googins's westerly to the post road . . .

Return

. . . Beginning at the town line, between the lands of David Googins and Joseph Googins Jr. Thence, southwest one hundred and sixty rods on the line between them Thence south sixty degrees west forty six rods, on Thos. Means, thence north eighty seven degrees west, one hundred rods, on George Means, thence the same course, forty two rods, on Samuel & Cummings Banks; thence the same course seventy four rods, on Elisha Staple to the brook - thence north seventy six degrees west, sixteen rods on Ezra Carter of Scarboro, thence south eighty seven degrees west, eighty five rods on lands unknown, thence south sixty two degrees west, twenty three rods, thence south thirty eight degrees west, twenty rods over land of Robert Jamesson, Jr. thence the same course, sixty seven rods, to the middle line on land of Thos. Dearing, thence the same course one hundred and fifty rods, on land of Samuel Seamman Jr. and Edmund Seamman, to a large hemlock standing on the s side of Goose fare hill, thence south west on the line between James Gray Esqr. and Samuel Seamman Jr. eighty four rods, thence north seventy seven degrees west, forty eight rods, on land of Samuel Seamman Jr. thence the same course, partly on land of Samuel Seamman Jr. and partly on land of John Tapley, forty four rods to the post road.. . .

July 7, 1814

129 Voted To accept of a road from the upper side of Daniel Cleaves's long reach farm, easterly to the falls

Request

. . . . as by the present freshet the old road is rendered impassable and irreparable (sic) . . .

Return

. . . Beginning at the upper side of Daniel Cleaves's land near the old road, from thence east one degree south on said land one hundred and two rods, thence the same course one hundred and fourteen rods, on James Sawyer's land, thence the same course on Jeremiah Staples land forty rods, thence south forty degrees east twenty rods, on said Staples, thence on land of Daniel Cole south eighty two degrees east seventy six rods, to deep Brook (so called) thence south eighty eight degrees east partly on land of Abner Sawyer and partly on the old road seventy two rods to the bank of Sawyer's brook, below Joel Sawyer Junrs. house, thence south forty nine degrees east on land of Abner Sawyer sixteen rods, thence south sixty five degrees east on said Sawyer fifty eight rods, thence the same course on land of David Bryant twenty seven rods, thence the same course on land occupied by James R. Bryant twenty four rods, thence on land of Thos. Cutts Esqr. south seventy eight degrees east eighty six rods, thence the same course on land of Moses Jacobs thirty four rods, to his house, thence on said Jacobs, south sixty nine degrees east, fifty two rods, thence on said Jacobs south forty six degrees east twenty rods, to Springs line, thence on Seth Spring and sons the same course twenty rods, thence south thirty nine degrees east on said Spring and sons twenty three rods, to Springs road(so called) thence on said road easterly thirteen rods, thence on land of Seht Storer, south forty degrees east sixty four rods to the County road, southwest of his dwelling house.

Voted To accept of the return of a road from the town road near James Gray Esqr barn to Edward Tucker's wharf

. . . Beginning at the town road aforesaid near James Gray's barn, thence south thirty one degrees east, seventeen rods and three tenths thence south twenty three degrees east five rods, thence south eight degrees east five and an half rods, to said Tucker's wharf; . . .

131

Voted That the old road by the river is discontinued as a town road as soon as the new road on the upland shall be made passable.

131

September 10th, 1814

Voted That the town agent William P. Preble Esqr. be instructed to petition the Honle. Circuit Court of common pleas next to be holden at Alfred, in and for the County of York for a discontinuance of the County road in said Saco, leading from Springs bridge by the river to Fort hill (so called),

134

That Daniel Cole surveyor of highways be directed not to lay out any money on the new road from Springs road (so called), to the East road near Capt. Seth Storers dwelling house for the present.-

October 13, 1814

Voted That the selectmen be authorised to contract with some person to make the new road across Indian Island.

137

That the town raise the sum of two hundred and fifty dollars to defray the expence of said road.

That the selectmen be authorised to build or contract with some person or persons to build the new road on the eastern end of the free bridges so far as they shall think the town are obliged to build said road,

May 15, 1815.

Voted To accept the return of the Selectmen making an alteration in the road acrofs Moses Jacobs land.

146 ..... Beginning at the upper side of Moses Jacobs's land in the middle of the road, thence South seventy degrees East thirty rods, Thence south seventy six degrees east thirty eight rods, to the road aforesaid. .....

To accept the return of a road from the Boom to the road on the high land. ..... Beginning at the River near the Boom, thence North forty five degrees East two rods acrofs the old road to Stephen Tuttles land to a Stake one and an half rods and four tenths

147 of a rod south east of Stephen Tuttles house, thence the same course acrofs said Tuttle's land ten rods, thence the same course acrofs Abner Sawyers land twenty eight rods to the road on the high land. .....

To extend the first Survey District to the Road that leads

147 to the Old Orchard, by Lewis Redlons house.

March 11, 1816.

Voted That the town agent be instructed to consult with Abner Sawyer and others on the Bond respecting the present Indictment,

159 and all others that may occur, and also to collect of Abner Sawyer and others, all costs which the town have been obliged to pay on account of the Causway, since the existance of the Bond

To accept the return of a Road near Springs Bridge. ..... Pursuant to the request of a number of the inhabitants of the town of Saco, for a Road to be laid out from the road leading from Springs Road, so called, by the house of Mofes Jacob's to

160 Saco River above Springs Bridge and as near the same as may be convenient. ..... Beginning at the Road aforesaid two rods Northwesterly from Springs road, so called, thence South seventy three degrees west, four rods and twelve links, acrofs Seth Spring's land, to the proprietors road by the River, thence the same course two rods acrofs the proprietors road to the River, said road to be four rods wide.....

March 17, 1817. Settling the line between Saco and Buxton 182

Voted to accept the return of a Road from the Baptist Meeting house

183-1 near Solomon Libby's to the School House near George Parchers..... ..... Beginning in the middle of the road near Solomon Libby's house thence South 35 degrees east 42 2/3 rods acrofs said Libby's land and Westbrook Berrys, thence South 53 degrees east 22 rods on Saml Haines thence South 52 degrees East 68 rods on Aaron McKenney, thence South 67 degrees East 51 rods between lands of Aaron McKenney and John Bone, thence the same course between lands of Samuel & Asa Haines 44 rods, thence North 85 degrees East 31 rods on Asa Haines, thence North 72 degrees East 36 rods on Asa Haines, thence South 85 degrees East 26 rods, thence South 75 degrees East, 35 rods, thence south 89 degrees, East 30 rods, thence South 48 degrees East 80 rods to the road leading to Mofs's house, thence South 64 degrees East 37 rods, thence South 12 degrees East 34 rods, thence South 31 degrees east 11½ rods to John Boothby's land thence South 58 degrees East 64 rods to said Boothby's House, thence South 85 degrees East 9 rods, thence North 82 degrees East 20 rods, thence South 44 degrees East 102 rods, thence South 55 degrees East 20 rods to the School house, thence South 68 degrs East 16 rods to

March 17, 1817 (Continued)

George Parcher's Barn, thence South 45 degrees East 17 rods to Cornelius Boothby's land.....

May 5, 1817.

Voted To add one survey district to those already established, vizt from Springs Bridge to the Wharf by Jonathan Cleaves's house, and all the roads to the southwest of said course, and Indian Island.

192

End of Book II

April 5, 1819.

Voted To accept the alteration made by the Select me of the Road acrofs the widow Margery Sawyers land ..... Beginning at the upper side of the widow Margery Sawyers land near a large pine tree stump thence South fifty seven degrees East twenty four rods, thence south sixty four and half degr East fortysix rods, to land of Rishworth Jordan, thence the same course six and half rods on land of Rishworth Jordan to the middle of the road as it is now trod, thence south fifty nine and three fourths degrees East, twenty four rods in the road as now used to the mill Bridge. Said road to be three rods wide.

May 10, 1819.

Voted To accept the Report of the Committee appointed some time since respecting the Causway, viz To the inhabitants of Saco, in the town Meeting afsembled. We the subscribers a Committee chosen at a legal meeting of the inhabitants of the town of Saco, holden on the 16th day of March 1818. To view and examine the Causway from Fort Hill to Springs Bridge, and to take into consideration the obligation of Captn Abner Sawyer and others to the said town for keeping the same in Repairs..... .... and are of opinion that the said Sawyer and others aught to be discharged from their Bond and canceling the same, the time having expired for which bond was given and the conditions having been complied with on their part..... (The sum of one hundred dollars in two several payments at six and twelve months from date, as a remuneration in part for loses occasioned by unavoidable accident and for having left the upper half of said Causway in much better repair than he found it.... ...)

Person or persons to be bonded for repairs of Causeway.

May 7, 1821.

Voted To accept the return of a Road..... beginning at a certain ledge of rocks at the edge of the uplands mentioned in the return of said road, as appears on record, and running Northwest about sixty rods to the aforesaid town road, and find the fence of Mrs Cleaves, is on the line, as laid out for the middle of said road thereby including one half of said road, it being laid out by the proprietors to be two rods wide, and said ledge of Rocks considered the middle of the road.

September 9, 1822.

Voted Agreeable to the request of a number of the inhabitants of the town of Saco, for a road from the Flag Pond road, so called, Northeast to the town line..... Beginning, near the house of George Parcher on the line between said Parcher and John Herne, thence North 44 degrees East 35 Rods, to land of Lemuel Boothby, Thence the same course between said Hern's & Boothby's land 109 rods, thence the same course on land of John Herne 9 rods to the town land.....

April 7, 1825.

Voted To instruct the town Agent to oppose the road in contemplation at the upper part of the town.

May 5, 1825.

Voted That the Selectmen be a Committee to run and open the road from the Ferry way, so called, near the wharf in Saco, to Scarboro line, and the County road over Indian Island, and all the roads in town, upon application of the Surveyors of Highways.

August 27, 1825.

Warrant To see if the town will vote to accept a road leading from Maine street to first street by Tristram Hooper's Store, and a road leading from Maine Street by Col John Springs house to Springs road called by Benjn Jacobs house.

September 8, 1825.

Voted To accept the road by Col Springs house.

That the road nearTristm Hooper's Store be accepted. .... Begining at the Post road, six feet and nine inches Northeast from the North corner of the Store occupied by Tristram Hooper, thence south forty two degrees East sixteen rods to the first street , so called, said road to be two rods wide, in every part, and on the North east side of said line. And the Selectmen have estimated the damage to the Heirs of Thomas Cutts Esqr sixty dollars.

And also a Road Beginning at the Post road two feet and three inches North east from the east corner of Seth Storer Esqr office, thence North forty nine degrees west, twenty six rods, thence North forty two degrees west forty three rods to Springs road, so called, said road to be two rods wide in every part, and on the Northeast side of said line.
N. B. The first mentioned road being on land of the Heirs of Thomas Cutts Esqr
and the last mentioned road on land of the Heirs of Seth Storer

October 22, 1825.

Warrant. To see what method the town will adopt respecting an Order of Notice from the Supreme Judicial Court at Portland, and returnable at said Court in November next, on a Petition praying for a road to be laid through the town of Saco, in Manner following, commencing at the town line near Jonathan Fofs's and running in a South Westerly direction through the town to Pine Landing, so

October 23, 1823 (Continued)

called..

November 3, 1823.

Voted That Esther Shepley Esqr town agent be instructed to oppose the road, now pending before the Supreme Court at Portland, on the Petition of Nehemiah Libby and others, and that the Selectmen be Authorised to furnish him with such evidence as they may deem necessary.

April 5, 1824.

Voted Not to accept of the return of the road laid out by the Selectmen leading from the Baptist Meeting house near to Solomon Libbeys southerly to Burton road (so called) near Joseph Coles.

To accept the Return of a road laid out in Saco from the post road to Springs road, so called, ... Beginning at the line of the Post road ten rods northeast of the land of the Widow Sarah Thornton, thence north forty one degrees west Twenty seven rods to Spring road so called. said road to be on the north east side of said line and two rods in width.....

That the Committee be appointed with the Town Agent to open the road its due width leading from the old ferry way in this town to where the olf fort stood and thence onto Scarborough line.

July 7, 1824.

Voted To accept the return of a road prayed for by Jonathan Tucker and others and now made by the Selectmen

The Request for the same.

To the Selectmen of the Town of Saco - The Subscribers request you to widen the road leading from the Post road to Spring's road so called, by Colo John Springs house in manner following - Beginning at the westerly corner of Mr Kings lot, thence through John Springs land to land of Joseph Storer to the first turn in said road and thence such a course as will make said road two and an half or three rods wide.

Return of the said Road.

..... Beginning at the westerly corner of Widow Hannah King's lot lying on Main Street, at a stone placed in the ground at said corner, and running from thence North forty seven and an half degrees west twenty two rods and six feet to a stake situated one half rod north east of the easterly side of a road accepted by the town in September (being the same now requested to be widened) thence north forty two degrees west Forty three rods to Spring's road (so called) said alteration of said road commencing at the first mentioned boundery and increasing the width from a point to one half rod to the forementioned stake, thence increasing the width of said road one half rod to Spring's road, the whole of which addition is upon the easterly side of the original road.

September 30, 1824.

Voted To accept the Report of the Committee on the Simpson road so called, and the return of the Selectmen of said road - ..... Beginning on land occupied by Solomon Libby, near the Baptist meeting house and running west forty five degrees south Fifty six rods, to the land of Westbrook Berry, thence the same course on said Berry's land One hundred and eighty rods to land of Benjamin Simpson, thence the same course on said Simpson land one hundred and sixty three rods to Buxton road, near the house occupied by Joseph Cole - said road to be three rods wide in every part, ...

To accept the return of a road now made by the Selectmen..... ..... Beginning at the town line near the house of John Ricker on land of Samuel Rice of Scarborough, and partly on land of John Ricker, south forty five degrees west Sixteen and two fifths rods, thence the same course on said Ricker's land twenty four rods to land of Jonathan Foss, thence the same course partly on land of said Foss and partly on land of said Ricker one hundred and twenty eight rods, thence South twenty eight degrees west twenty seven rods, on land of Asa Haines, thence the same course twenty three rods on land of John Ricker to the Heath road (so called) said road having been laid three rods in width, two rods on Jonathan Foss and one rod on John Ricker.

To accept the Return of a road leading from the River road to the town road near Joseph Guilfords. ..... . Beginning at the river road near Thomas Dearbon's house, and running North forty four degrees east Sixty one & half rods on land of Widow Margery Haley on one side and Sixty three & half rods on Benjn Wakefield's land on the other side, thence same course fifty eight rods on land of Mr John Skillings and sixty rods on Joseph Sinnott's land, thence the same course twenty five rods on Joseph Sinnotts land upon both sides, thence same course twenty nine rods on Joseph Sinnott's land on one side and twenty nine rods on Westbrook Berry's land on the other side, thence same course ninety four rods on Joseph Sinnotts land on one side and ninety four rods on Westbrook Berry's land on the other side, thence same course one hundred and sixteen rods on William Guilford's land on one side, and one hundred and sixteen rods on Westbrook Berry's land on the other side, thence same course twenty two rods on John Graffam's land on one side, and twenty two rods on Westbrook Berry's land on the other side, thence same course twenty eight rods on John Graffam's land on one side and twenty eight rods on James Sellea's land on the other fide, thence same course one hundred and sixteen rods on Joseph Guilford's land on one side, and one hundred and sixteen rods on James Sellea's land upon the other side. .....

To accept the return of a road laid out by the Selectmen from Richard Bowden's across the lumber yard to the wharf road. .....Beginning at the corner of Richard Bowden's lot running South twenty six degrees east across the first street below the Post road about three rods to Jonathan Tucker's land thence the same course on said Tucker's land, eight rods and eight links to land of John Spring, thence the same course on said Spring's land three rods to the road leading to the wharf, said road to be two and an half rods wide, ...

April 4, 1825.

Voted That Lemuel Boothby's and Asa Haines's districts be united.

June 1, 1825.

Warrant To see what measures the town will adopt, relative to the new road crossing the Town by Samuel Hill's, extending from Lord's barn to Burnham's tannery, lately accepted by the Court of Sessions.

August 2, 1825.

Warrant To see if the Town ill accept a road leading from the road near Rishworth Jordan's house through the land of Jeremiah McKenney, Samuel Haines Junr and Amaziah Berry to the Foss road (so called) and also a Street commencing at the Saco Bank building and running by Jonathan Tucker Junr house to Springs road.

September 12, 1825.

Voted To accept the Return of a Road leading from the road near Rishworth Jordan's house through land of Jeremiah McKenney, Samuel Haines junr and Amaziah Berry to the Foss road. ..... Commencing in the middle of a road at a pair of bars on land of Jeremiah McKenney and running North thirty two degrees West Seventy one rods to within a half a rod of a stake at right angles from said course, it being the boundary between Jere McKenneys and Amaziah Berry's land, said distance being on said McKenneys and Samuel Haines junr field. thence North forty five degrees West One hundred and twenty nine rods (running parallel to the line between said McKenney & Berry one half rod from line) to Foss's road (so called) .....

To accept of the Return of the road by Saco Bank and Johathan Tucker Junr new house to Springs road. ..... Commencing at the Northwest side of Maine Street between the Saco Bank building and Edward S. Moulton's house, two rods from the eastern corner of said Moulton's lot and running North west Five rods to a stake standing in the gutter thence North Thirty nine and an half degrees west Fifty rods to Spring's road (so called) said line running two feet three inches from the corner of the stone wall in the Cellar of Mr Goodale's house, said line being the North east side of said road, which is two rods wide.

That the Selectmen direct George Thacher one of the Surveyors of the high-ways in said town, to make and amend that part of the town road by his dwelling house to the Southeast end of the Academy building.

That the Selectmen be authorized to Petition the Court of Sessions for a Committee to establish the lines of the post road in this town from the old Bridge (so called) to Scarborough line.

March 7, 1826.

Warrant To see if the town will accept a road laid out by request leading from the main Portland road through land of Capt. Jonathan Cleaves and Capt. Samuel Hartley South easterly, and thence South westerly through land owned by Capt Samuel Hartley and Daniel Granger Esqr to the ferry road.

To see if the Town will vote to discontinue the road leading from the town line by Daniel Bryants, Benjamin Grants and Widdow Runnels to the corner of Samuel McKenney's field.

April 3, 1826.

Voted To accept the Return of a Road..... from the main Portland road to the road leading to the ferry. ..... commencing at the main Portland road at a point making the corner of Lots of land owned by Jonathan Cleaves Capt. Samuel Hartley, and thence running South forty five degrees East on the line dividing those lots Eighty four rods to land owned by Daniel Granger Esq., thence south forty five degrees West on a line dividing lands of Capt Samuel Hartley and Daniel Granger Esqr Fifteen rods and fifteen links, thence same course Eleven rods on land of Daniel Granger Esqr to the ferry road. ....

To discontinue the road leading from the Town line by Daniel Bryants, Benjamin Grants, and Widow Runnels to the corner of Samuel McKenney's field.

April 24, 1826.

Voted That the Request and Return of an alteration in the road acrofs lands of the Heirs of Moses Jacobs and of the heirs of Thomas Sinnet be accepted.

The Request and Return.

To the Selectmen of Saco

Gentlemen. We the subscribers inhabitants of Saco request you to examine the road ..... We the Subsribers Selectmen of said town after viewing the road and the land have thought an alteration necessary Beginning at the town road between Benjamin Simpson Junr house and barn, thence North forty one degrees West seventy five rods on land of the heirs of Moses Jacobs, thence the same course ten rods, on land of the heirs of Thomas Sinnott to the town road, said road to be three rods wide, ...

April 24, 1826.

Voted That the Request for, and the Return of the running the line on the south east side of the Post road from the West corner of Tristram Hooper's Store building by the Selectmen be accepted, ... Beginning at the West corner of the Stone building the property of James B. Thornton, thence North forty two degrees east twenty six rods, to the West corner of Tristram Hoopse's and said line to be the South east side of said main street.

May 10, 1826

To the Gentlemen Selectmen of the Town of Saco

The Subscribers freeholders and Inhabitants of said Town hereby request you to make an alteration in the North easterly side of Free Street by commencing at the corner of said street and main street near the corner of Tristram Hooper's store

April 24, 1826

Voted To accept the Report of the Committee appointed to name such of the Streets in the town of Saco as they shall deem expedient and report at the adjournment of the annual meeting, which meeting was adjourned to this date.

The Report

The Committee chosen to name such of the Streets as are included in them the following boundaries ; to wit. Beginning at the north corner of the house of John T. Cleaves and running north forty eight degrees west untill it strikes the Store of John F. Scamman, thence south westerly by said Scamman's and Jonathan King's Stores to the north east corner of the store improved by Benjamin Jacobs thence south easterly by the Sores occupied by Jonas C. Bradley, by Zebulon Howard and Cotton Bradbury to the north corner of Stephen Fairfield's shop and thence North easterly to the north corner of John Cleaves store, and thence to the place of beginning, be called Pepperrell Square

And from Pepperrell square north easterly one mile on the Post road, be called Main Street

From said square by the Common to Tuckers Wharf Common Street

From said square to the brook near the house of Moses Jacobs deceased Water Street

From said square over Warren's hill to the Proprietors wharf Front street

From Spring's bridge easterly, to Main street Elm Street

From Main Street to the house of Mr. Ellis Beach Street

From Common Street to Beach Street by the houses of Stephen Fairfield and Richard C. Shannon Middle Street

From Common Street to Beach Street by the houses of David Fernald and Hannah D. Cutts High Street

From Main Street by the house of John Spring to Elm Street Storer Street

From Main Street by Jonathan Tucker junr and Enoch Goodale to Elm Street Pleasant Street

From Main Street by Richard C. Thornton's house to Elm Street Cross Street

From Main Street to the Academy School Street

From Main Street through the lumber yard to the Free Bridge Free Street

From Main Street to the Aquaduct fountain North Street

From Main Street Southwesterly by the lands of Jonathan Cleaves and Samuel Hartley Summer Street

From Summer Street to Beach Street Winter Street

All which is respectfully submitted.
Reuben H. Green per order of Committee

Committee: Reuben H. Green, Ether Shepley, George Thacher, Samuel Moody & Jonathan King.

Voted That the Clerk make out a copy of the Report of the Committee for naming the Streets; and hand it to the printers of the Palladium for publication next week.

See renaming March 4, 1851 II, p.55

May 10, 1826 (Continued)

street, near the corner of Tristram Hooper's store thence to run south easterly by the Stores of said Hooper, A & J. Adams A. Hersey, A. Andrews, T. Warren and others to Middle street, said North east line aside of said free street to be two feet in front of the Southerly corner of Samuel Moody's new Store - and it is requested that the Selectmen would attend to the fame, and cause their doings to be laid before the Town for their acceptance as soon as may be.

May 27, 1826.

Voted To accept the motion for an amendment in the Selectmen's report of widening that part of Free street from the west corner of Tristram Hooper's Store to middle Street by the southern corner of Samuel Moody's new building. ..... Beginning at the North corner of said Street near the corner of Tristram Hooper's Store, thence South about forty three and an half degrees East to the west corner of Samuel Moody's new building, and continuing the same course sixteen rods to middle Street.

July 1, 1826.

Voted To raise by tax of Eight hundred dollars for the purpose of making the County road in this town as laid out by the Supreme Judicial Court's Committee and accepted at Portland at May term 1826.

September 11, 1826.

Voted To accept of the Return of a road ..... Beginning at Beach Street at two rods and five links north west from the north corner of James S. Rumery's brick house, thence South forty four degrees west Fifty nine rods and nine links through said Rumery's land to James Gray's land, thence South forty four degrees west Twenty one rods on said Gray's land to a stake, thence on said Gray's land north Fevents degrees west Sixteen rods and eight links to Common Street, on the north west side of said Gray's land.

To accept of the Return of the Selectmen of some alterations made by them..... Agreeably to a request of Nathaniel Seerman and others, we the subscribers Selectmen of the Town of Saco have laid out and straitened the road in a number of places as follows. Beginning in the middle of the road on a course of South eighty two degrees west, eight rods from the south Corner of Elias Heins's house, thence South twenty rods, thence south eleven & an half degrees east Fifty rods, thence south twenty two degrees east Sixty two rods, thence south twenty degrees east Thirty and an half rods. thence south fourteen degrees east Fifty two rods, thence south eighteen and an half degrees east Forty three rods, thence south twenty six degrees east Twenty nine rods, thence south twenty two degrees east Sixteen rods. thence south thirteen degrees east Twenty one rods, thence south eight and an half degrees east Twenty two rods. thence south forty seven degrees east Twenty eight rods, thence South sixty one degrees east Twenty two rods, thence south seventy one degrees east Twenty two rods, to near the upper side of the Widow Sarah Cleaves farm.

September 11, 1826.

Voted Not to accept an alteration of the road in Free Street to run so as to leave one foot in front of Richard C. Thornton's buildings, agreeably to a request of Joseph Granger and others.

September 10, 1827.

Voted To accept the return of a road leading from the County or post road ..... Beginning at the County road, at the South corner of Isaac Waterhouse's land, thence North forty five degrees West fifty rods, thence North thirty five degrees nineteen rods thence north twenty nine degrees west eight rods, thence north twenty four degrees west fix rods thence north seventeen degrees West twenty six rods to Capt Edmund Goody's land - said road to be two rods wide.....

May 5, 1828. Voted

To accept the Report of the Selectmen on the John Berry Junr. road. ..... Beginning four rods from the Jeremiah Staples house, the front door bearing North fifty three degrees east, thence running North 34 degrees west eight rods and 14 links, thence North four degrees west 44 rods and 20 links on said Staples land, thence the same course 1½ rods on James Sawyer's land, thence the same course 1½ rods and 19 links on Abner Stone and Samuel Cole's land, thence North forty five degrees West 85 rods on said Stone & Cole's land, thence north thirty four degrees west 71 rods on the Widow Sarah Cleave's land, thence North forty five degrees West 130 rods on land of John Berry Junr to the Cross road (so called) said road to be three rods wide.....

October 17, 1828.

Warrant To see if the town will accept of a road from School Street to Common Street beginning near the Meeting houfe of the fecond Parish, and running South westerly to Common Street by the request of David Parnald and others.

To see what measures the town will take to have the lines of the Buxton road (so called) established

November 3, 1828.

Voted That the Selectmen be instructed to locate a piece of land on the town's land when they may judge best for the accommodation of the Washington Guards Company and least injury to the Common.

That the Selectmen be instructed to apply to the Court of Sessions for a Committee to establish the lines of the Buxton road (so called) beginning at the Post near the New Meeting house in Saco on said road as far as the Selectmen may think necefsary.

April 6, 1829.

Voted That the road named in the Petition of Abner McKenney and others be accepted, on condition.....
Beginning at the town line one and half rods from the fince on the westerly side of said road, thence South 41 degrees east on land of David Burnham of Scarborough 29 rods, to nearly opposite his barn, thence South 54 degrees east 11 rods, thence South 28 degrees east 17 rods, thence on land of James Foss South 20 degrees east 16 rods, thence 40 degrees east 14 rods thence South 51 degrees east 15 rods, thence sout 65 degrees east 18 rods, thence 79 degrees east 18 rods, thence outh 55 degrees east 18 rods. Thence on Samuel McKenney South 48 degrees east 18 rods, thence on Benjamin Haines South 51 degrees east 18 rods, thence South 39 degrees east 18 rods, thence South 48 degrees east 20 rods, thence on Philemon McKenney South 66 degrees east 54 rods, thence South 57 degrees east 15 4ods, thence on Samuel & John McKenney of Scarborough South 55 degrees east 22 rods, thence same course on Abner McKenney 9 rods, to the County road.

To choose a Committee of three, to view the Causway which Nathaniel Osgood has taken as by his agreement with the town to amend and keep in repair; and its present state;- and make their report thereon at the adjournment of this meeting.

May 4, 1829.

Voted To accept the Report of the Committee appointed to view the Causway.

Report.

The Committee appointed by the town on the petition to remunerate Nathaniel Osgood for extra labour done on the Causeway;- have attended to that service and report as their unanimous opinion that he is not entitled to any further compensation whatever. Your Committee would further report it as their opinion that the Causway ought to be supported inthe same way the other roads in town are, and not let out to any one.

Sept mber 14, 1830.

Warrant To see what measures the town will take to rebuild the Bridge over the Goose fare brook on the post road, and of what materials the same shall be built.

September 22, 1830.

Voted To accept the return of the road from Common street to Nathaniel Crosby's ..... Beginning one and one fourth rods south easterly from the North west side of a large Rock at the eastern corner of land now improved by Benja W. Hall, Thence south forty five degrees east - twenty two rods. said road to be two and half rods wide, ...

II March 1, 1831

Voted to choose a Committee to examine Goose fare bridge on the post road and agree upon what plan and of what materials to have the same build; and to report at the adjournment of this meeting.

April 4, 1831

Voted to rebuild Goose fare bridge on the Postroad this season.

The Committee chosen to examine Goose fare Bridge on thePostroad and agree upon what plan and what materials to have the same built, and to report at this meeting have attended to that duty.

They are of opinion that it would be for the Interest of the Town to build and cover the Bridge with stone; the abutments to be two rods wide, and the watercourse not to exceed ten feet in width and heighth, the space on each side to be filled with Clay and dirt, all the materials may be had in the high way between the dwelling house of the late Col. Moody and the one over Goosefare bridge occupied by Mr. Thoms; which may be taken in such places as to benefit the road very much and at the same time afford a good supply of gravel to repair the high ways.

The Committee would be leave to recommend to the Town for the purpose aforesaid, an appropriation of two hundred and fifty dollars in money, and a like sum in highway taxes, and that some individual be appointed to superintend the same; who shall be s Surveyor of the highways for Goose fare District.

September 12, 1831

Perambulation of the town line between Saco and Scarborough.

We the Subscribers, Selectmen of the towns of Scarborough and Saco have this day perambulated the line dividing the two towns and renewed the marks and boundaries along that line; towit------
Commencing at the Sea at a point South East from a Juniper post marked S and running tosaid post, thence running, North West to a Stone sunken in the post road marked B near Rufus Merrill's house, thence Northwest to an Elm tree, near a Well in Solomon Steward's field, thence Northwest to a Stone by the South east side of the road near David Burnham's tannery, thence to a Stone set down in the ground in Billings Woodmans fence; this latter boundary being the monument of the corner of Scarborough and Saco, and the South east side line of Buxton.

Scarborough, November 7, 1831

September 5, 1832

Perambulation of the town line between Saco and Buxton

We the undersigned, Selectmen of the towns of Saco and Buxton, having met agreeable to assignment of the purpose of perambulating the line between the two Towns, have performed that duty and agree that the following described line is the true boundary between the Towns, to wit.---
Commencing at the bank of Saco river at a point four rods and nine links from a line(rt angles) running North 44° East for the point of a ledge

II having two flat perpendicular surfaces, on the opposite shore of said river, thence running North 44 East to a store in Deacon Samuel Woodsum's fence marked B+S &B.U.K.;--thence same courfe to the Baptist Meeting house, passing through said house twenty three and an half links from the South side thereof;--thence the same course to the South side of a large hemlock tree; thence the same course to opposite the underpinning stones formerly the foundation of Josephus Mason's houde, one rod and three links West of said underpinning and coninuing the same course to the North East corner of the Town of Saco, being a rock place in the fence of Rufus Woodsum's field.

May 7, 1833

Warrant for a tow meeting
Article 2 To see if the town will accept a road as laid out by the Selectmen, running from the Buxton road (so called) near the School house by William Sawyer's to the Scarborough town line.

Voted that the road laid out by the Selectmen be accepted on conditions that the town of Scarborough open andmake the road contemplated to meet the town of Saco

Said road laid out. --April 27, 1833

Beginning at Buxton Road, so called, the South corner of the Sawyer School house bearing N. 36 degrees E 3 rods, and running N 75 degrees E 36 rods, thence S. 84 degrees W. 3 rods, and running N. 75 degrees 6.36 rods, thence S. 84 degrees W. 3 rods on the old road, thence same course 26½ rods, thence N 71 degrees E. 5 rods, thence N. 53 degrees E 12 rods, thence N 45 degrees 88 rods, thence same course 50 rods, thence same course 40 rods, thence S 88 degrees E 14 rods, thence same course 4 rods, thence S 70 degrees E 8 rods, thence S 52 degrees E 17 rods, thence S. 14 degrees E 10 rods, thence S 52 degrees E. 36 rods thence S 83 E 28 rods, thence North 83 degrees E 12 rods, thence N 51 degrees E 25 rods, thence N. 34 degrees E 22 rods, thence N 28 degrees E 28 2/3 rods, thence N. 42 degrees E 16 rods, thence same course 48 rods, thence N 52 degrees E 22 rods, thence N 50 degrees E 30 rods, thence N 37 degrees E 19 rods, thence N 54 degrees E 3 rods thence same course 8 rods, thence N 77 degrees E 8 rods, thence N 89 degrees E 34 rods, thence N 79 degrees E 56 rods, thence same course 30 rods to Scarborough town line. We have estimated the damages to the different persons for lands, destruction of property and removal of fences, the following sums, to wit, Samuel Sawyer 5 dollars, Westbrook Berry 26 dollars, Stephen Milliken, Jr. 25 dollars, Stephen Milliken 12 dollars, Aaron McKenney 23 dollars, Phineas Libby 3 dollars, Abraham Tyler, Jr. 16 dollars, Moses Libby $14.50cts, David Libby 8 dollars, and to Richard Burnham 10 dollars.

December 2, 1833

Voted to accept a road laid out by the Selectmen last April beginning at the Buxton road near school house number five and running by the heath meeting house (so called) to Scarborough town line.

II May 24, 1834

Voted that the Selectmen be a committee to confer with the agent or a committee on the part of the York Manufacturing Co. to see upon what t erm said Co. will dispose of Cutts bridge, so calle d, to the town and report at an adjourned meeting. and also report such facts as may come to their knowledge, in relation to the title which said Co. has to said bridge and to the road leading across the Island to said bridge.

May 31, 1834

Committee Report:

The committee appointed by the following vote of the town hoped the 24th instant That the selectmen be a committee to confer with the Agent, or a committee on the part of the York Manufacturing Company to see upon what terms said Co. will dispose of Cutts bridge so calle d to the Town, and report at an adjourned Meeting; and also report such facts, as may come to their knowledge in relation to the title which said compnay has to said bridge and the road leading across the Island to said bridge" have attended the duty assigned them by said vote and report. That they have had a conference with the agent of the York Manufacturing Company, who said--"As the Town have not expressed any with to purchase the bridge, nor any preference for the road, connected with the Main Street, rather than that by the lower bridge; we decline making any proposition for the sale of the same." Your committee also reports, that in 1810 the Court of Sessions laid out a County road from the free bridge over the S.West bra nch of Saco river to the Gooch Island bridge. That in 1812 the Court of Sessions laid out a county road from Pepperell Square to the Gooch Island bridge, not including the Cutts bridge. That in 1832 the County commissioners laid out and altered the County roads, leading f rom free bridge over S. West brance of Saco rive to lower free bridge over N. East branch of same and from first mentioned free bridge up the hill to the front of Store occupied by Joseph M. Hayes. where, the roads from Cutts bridge and Gooch Island Bridge intersect; and the Agent of the York Manufacturing Company says, that, they have no wish, or desire, that these sev eral County roads, so laid out and altered shall be discontinued. Upon the subject of ascertaining the Compa n es title to the bridge in question, your committee report, that they have not deemed it necessary to go into that field of enquiry, for two reasons.--first because the Company did not choo se to offer said bridge to the town and second, that it was a task, involving perhaps too many intricate questions for them to pursue to have arrived at the truth, had they gone so far as to have doubted there title.

Voted that the Selectmen be requested to confer with the County Commissioner and inform them that it is the opinion of this Town, that in cas e a bridge is located by them, over Saco River, it be over the place where the lower free bridges are at present.

February 20, 1836

Warrant: To see if the Town will vote that the following limits, shall form one highway district, to include, Common St., James, St., and Beach St., Northwes te rly from thence to Main St. crossing said St. and including it, North S reet, to Elm St. Elm Street and all other S reets, comprised between said Streets and the Easterly branch of the Saco River.

August 30, 1836

Voted that the report of the Selectmen as it respects the widening and straightening of the road leading from Abner McKenney's house to Buxton line together with the road be and is hereby excepted.

From Selectmen's report: Beginning on the Buxton town line near the centre of the road, one and a half rods westerly from a stake driven by the fence on the easterly side of said road, thence south thirty-eight degrees east. one hundred and one rods, to be point one & a half rods northeasterly from Walter Fofs's barn, thence South sixty-one degrees; East seventy-one rods and to land of Jonathan Moulton, thence South forty-six degrees East fifty-six rods to the sough-westerly side of the School House thence Sough fifty-six degrees East seventy-five rods to a paint on the northerly side of the Burnham road (so called) and four rods from the nearest part of the dwelling house of Abner McKenney. The above described line to be the centre of said road and said road to be three rods wide.

March 6, 1838

Voted to accept the road laid out by the Selectmen agreeable to the request of James Littlefield and others as below:

Beginning on the Northerly side of said road on the line between Capt. Thomas Cutts and Joseph Hill's land, thence South seventy-six degrees East, by said Hill's fence thirty-eight rods, to a post in the corner of the lane-fence opposite his house; thence South eighty-two degrees east, thirty one rods to the corner of William Harmon's land then South about seventy-eight degrees east four rods to a point four feet from the south east corner of said Wm. Harmon's Brick dwelling house; thence same course, being in direction of the South side of the Kitchen Chimney in David Tuxbury's dwelling house seventeen and one Third rods to said Tuxbury's land; thence south forty eight degrees east, ten rods to a point one rod and sixteen links from the west corner of the dwelling house of said Tuxbury; thence same course four rods to the Parkman Lot to a post, to a stake six rods; thence south thirty-seven and one half degrees east; twenty-rods to a point seven links from the west corner of Isaac Sands dwelling house; thence same course four rods to the Parkman Lot to a post in the fence; thence South forty degrees east twenty-two rods to Elm Street. A continuation of said last course will pass thro- a paint two and eight tenths rods easterly from the North corner of Benjamin Jacob's three story brick building. Said lines being the northerly side of said road; and said road to be three rods wide.

To the Selectmen of Saco. You are hereby requested to insert in your warrant calling the next town meeting, an article to see if the town will locate, or straighten and locate the road leading from Elm Street near Spring's bridge up the Saco river, to the line of Capt. Thomas Cutts's land and in duty bound.

Voted to see what order the town will take on a road laid out and accepted; by the County Commissioner May 22, 1838, beginning at water Street and extending across Factory Island to meet Biddeford line.

April 1, 1839.

Voted to accept the Report of the Committee on the road and bridge.

The Selectmen who were appointed a Committee to meet and confer with the Selectmen ofBiddeford respecting the road laid out and accepted by the County Commissioners May 22, 1838, beginning at Water Street and extending across Factory Island to meet Biddeford line. Report, that they met and Confered with the Selectmen of Biddeford, who had been appointed by their town a committee for the same purpose. After consultation upon the subject refered to them, both boards were satisfied that the towns of Saco and Biddeford were by the proceedings of the County Commissioners, required by law to open the Road as located, and build a Bridge and they unanimously agreed to recommend to the respective towns to build a bridge and open the road agreeably to the location of the County Commissioners and that the towns appoint a committee to prepare and lay before them a plan or plans of a Bridge the most suitable in their opinion to be build, together with estimates of the expences thereof, and the best method for the towns to adopt to carry the object into effects.

Voted to appoint a committee to make estimates in regard to the road and bridge.

Report of the Committee appointed to prepare a plan of the Bridge.

The Committee to which was refered at the last meeting the subject of building a Bridge over the Western Branch of Saco River as located by the County Commissioners May 22, 1838. Report: That they have taken into consideration se veral descriptions of Bridges, and have madeestimates of the probable expence of building these ones. Viz.

Wooden Bridge, Piers, cut waters and abutments	$5712.00
Stone Piers, cutwaters, abutments and wood covering	9032.00
Stone Arc Bridge, not exceeding	12000.00

Your committee after having gone into a calculation as to the relative durability of each of the above description of Bridges and the probable amount of repair on them hereafter unanimously came to the conclusion that it is most for the interest of the town to build a Stone Arch Bridge.

Your committee recommend that the Bridge be built by contract and that a committee be appointed by the town empowered to issue proposals and enter into contract on behalf of the town with some person or persons to furnish materials and build the bridge within the time allowed by theCounty Commisioner and that they be authorised to act and contract on behalf of the town jointly with the town of Biddeford if they deem it expedient.

Your committee recommend that the money to made the expences of building the bridge be raised by loan.

Your committee state that the above estimates were made and recommendations agreed upon jointly with the Committee of Biddeford who will make a similar report to their town.

II Voted that a committee be raised for the purpose of building a Stone Arch Bridge and authorising them to issue proposals and enter into contract (in behalf of the town) with some person or persons to furnish materials and build the same within the time allowed by theCounty commissioners jointly with the town of Biddeford if they deem it expedient.

Voted that the Committee consist of four and that they be nominated by the Chair.

May 18, 1839

Voted that this town unite with the town of Biddeford in petitioning the County Commissioners to to alter their location of the road leading from the lower part of Factory Island to Biddeford and Kennebunk as that the new bridge be built where the present bridge stands and the road therefrom widened, and also, extended by the house of Samuel White and heretofore.

Voted that a committee be appointed for the purpose of making a petition to the commissioners for the above location.

Voted that the town instruct the building committee to suspend their operations until the decision of the Commissioners be known.

July 6, 1839

Warrant: To see if the town will raise the sum by loan of five hundred dollars to repair the old free bridge at the lower western part of Factory Island leading over to Samuel White's in Biddeford and in accordance with a vote of the town ofBiddeford.

Warrant: To choose a committee to lay out said money in concert with the committee of the town of Biddeford and to proceed forthwith on the contemplated repairs of the bridge above noted.

December 26, 1839

Voted that the instructions given the committee for building a Stone Arch Bridge be and are hereby rescinded.

Voted that the Committee appointed to build a Bridge and abutment be instructed to advertise for and receive proposals for building thesame (in conjuction with the town of Biddeford if they deem it expedient) without limiting them either to Wood, Stone or Chain and report their doings at an adjournment of this meeting.

Voted that the building committee be instructed jointly with the building committee of Biddeford to proceed and build such a bridge and abutment as they may deem most proper for the interest of thetown.

June 13, 1840

Warrant to see if the town will accept a road laid out by the Selectmen, June 12, 1840 Beginning at Elm Street on land of Stephen Sawyer and running the distance of about forty-four rods by the new Free Will Baptist Meeting house.

Accepted at meeting June 20, 1840.

June 20, 1840

At the request of Joseph Johnston and others inhabitants of the town of Saco, to lay out a road in said Saco Beginning on Elm Street

II near or upon the lots of Stephen Sawyer and Daniel Dresser and extending by the houses of EliJoh Smith and Joseph Johnston and the New Free-Will Baptist meeting house and continueing on between the Storer lots to the two rod way (so called) at the head of said lots: We the undersigned Selectmen of said town having notified all persond whose land the contemplated road passes, proceeded to view lay out and locate said road as follows. viz. Beginning at a Stone set in the ground on the North side of Elm Street, thence running North L 30 West. Forty-four Rods and two links to a Stone set in the ground ~~on the North side of said Street thence run~~ said road to be two and a half rods wide.

March 2, 1841

Pursuant to the request of Ebenezer Cleaves and others for a road or Street through land belonging to Seth Storer Esq. N. Westerly, and for the alteration of a road leading from McStreet being Storer St. at its termination in Elm Street and for another Street or lane to be laid out leading from Beach St. by the Meeting house lot so called to Capt. Samul. Hartley's land. (First two rejected.) .....We have laid out, after examining the ground, the following road. Beginning at the South corner of the First Parish Meeting house lot (so called) on Beach Street thence running North Westerly by said lot and land of Josiah Calef to land of Samuel Hartly thence by said Hartley's land South East three rods to land of Josiah Calef. thence by said Josiah Calef's land South Westerly to said Beach Street; thence by said Beach Street North Westerly to the point of Beginning said courses being the exterior side lines of the Street laid out. and the same to be a continuation of Middle Street and it is to be three rods wide in every part.

September 13, 1841

Warrant: to see if the town will accept a road laid out by the Selectmen leading from near the School house at Old Orchard to the junction of Summer and Winter Streets in the village----at the request of Ebenezer H. O. Patterson and others.

Pursuant to a request to (as directed, signed by Ebenezer H. O. Patterson and others; Inhabitants of the Town of Saco) to locate and lay out a highway in said town within the following limits. viz. Beginning at or near the School house at Rufus Fosa's at Old Orchard; from thence the nearest and most practicable rout to the Brick School house at the corner of Middle and Beach Streets in Saco and having notified all the persons interested. (known to us;) of the time and place of meeting. We proceeded to examine later and lay out the road asked for in said request as follows: Commencing at a post in Rufus Fosa's pasture fence by the Old road and near the School house marked on its Southerly side, and running thence North 7 7 degrees West 43½ Rods on said Fosa's land and to a stake on the bank of the gully; thence South 85 degrees West, 81 Rods on said Fosa's land to a Stake in his pasture fence; thence South 85 degrees West, 80 Rods on land of heirs of Alice hard Hewes; thence South 85 degrees West 25 Rods on land of Mack Staples; thence South 85 degrees West 4½ Rods on and across old road near his house; thence South 85 degrees West 22½ Rods, on Nathaniel Deering's land to a Stake in said Deering's Yard, thence North 58½ degrees West 7 Rods on Said Deerings land to the lane near his house; thence North 58½ degrees West 4 Rods on said lane to a stake therein; thence South 7 0½ degrees West 1 Rod on and across said lane; thence South 70½ degrees West 19 Rods on Robert Jameson's land

II to a stake in his pasture lane; thence South 76½ degrees West 56 Rods, on said Jameson's land to a stake and stones in his pasture thence South 74½ degrees West 18 Rods on said Jameson's land to his pasture bars near the middle thereof; thence South 74½ degrees West 22 Rods on William Deering's land to a stake in his fence; thence South 74½ degrees West 17 Rods on David Patterson's land to a stake in Capt. James Patterson's fence by his lane; thence South 85 degrees West 13½ Rods on said James Patterson's land to a stake in the fence of his field; thence South 85 degrees West 63 Rods on Widow Love Patterson's land to a Stake on the line between said Love Patterson and Widow Rachel Hanscombs; thence South 85 degrees West 16 Rods on Widow Hanscombs' land to a Stake by the old road near the Rum.; thence by the old road to fresh water brook, (so called) on the plains; thenceSouth 56½ degrees West 76 Rods on land of William Deering, Jr. and Heirs of William Cole to a stake by the Old road near Plummers house; thence by the old road to the westerly pair of stakes in Cove. Fairfields pasture bars by the Old road; thence West 2½ degrees North 54 Rods on said Fairfield's land to a markedpost in his fence by the Gully; thenceWest 2½ degrees North 49 Rods on Josiah Cole's land to a large round stone by his fence; thence West 2½ degrees North 54 Rods on Daniel Libby's land to a mark R. on his fence; thence West 2½ degrees North 24 Rods on Gideon Tucker's lane to a mark R on his fence; thence West 2½ North 16 3/4 Rods on Rappan and Cutters land to a mark R. on their fence; thence West 2 1/3 North 36 ½ Rods on AugustusE. Bench's land to a mark R. on his fence; thence West 2½ degrees North 12 Rods on land of Heirs of Nathaniel Burbank to a mark R. on their fence thence West 24½ degrees North 17 Rods on Side on Tuckers land to the South Eastern termination of Summer Street and making a junction with said Street and Winter St reet the line thus run to be the centre of said road which is , to be three Rods wide. (Indefinitely postponed.)

March 26, 1842

Pursuant to a request to me directed signed by Joseph Hill and other inhabitants of the town of Saco: To view and lay out a Street in Saco. Beginning on Elm Street and running North Westerly by Freewill Baptist meeting House thro' lands of Seth Stover. Heirs of Widow Sarah Parkman, Israel Jacobs, Joseph Hill, Thomas Cutts and William Cutts to some point on the Buxton Road. We proceeded to view and lay out called for in said request in part. Beginning in the Stover field so called at a Stone set in the ground on the east side of a town road, thence running North 44 degrees West 10 Rods to the Parkman lot, said line to be side of said Road, which is to be 2½ Rods wide through the Stover field to the Parkman lot thence North East ¼ rod; thence North 44 degrees West 56 Rods on said Parkman lot to land of Heirs of Jacobs; thence same course on land of Joseph Hill 11 6/10 Rods to Railroad; thence same course 4 rods across Railroad; thence same course on said Hills land 25 4/10 rods to land of Thomas Cutts, Jr.

Warrant: To see if the town will accept a road laid out by the Selectmen commencing in the Stover field (so called) at a Stone set in the ground on the East side of a town road running thence Northwesterly to the upper side of Joseph Hill's land.

April 1, 1842

Perambulation of the dividing line between the Towns of Saco and Scarborough

We the undersigned Selectmen of the town of Scarborough and Saco, having perambulated and examined the line as designated in the act of the Legislature passed March 27, 1841, setting off a strip of land from said Scarborough to said Saco denominated the "Patnet line", have agreed to settle and establish said line as follows: viz. Beginning at a stone at Buxton line lying where the Old Beach tree formerly stood and from thence running Southeasterly to nching the North corner of the dwelling house of Oliver Phillips and so on in a direct line to the "six mile tree" (so called) to the Southside of the Burnham lot about two miles and ninety-six rods: the nce South West forty-eight rods to a stone; thence South eastaby the "New patent line" so called to a hemlock tree marked in several places standing at the east corner of a lot of land owned by John Fenderson from thence south east to a cedar stake standing at the North Corner of a lot of land, owned by Solomon Stewartwwhere a "Beach tree" formerly stood.; thence Southeasterly to a Stone at the post-road about eight rods east of the dwelling house of Simeon Milliken; thence in a direct line Southeasterly to the head of the patent ditch at the head of the Marsh; thence by said ditch in a direct line to the sea wall.

March 7, 1843

Voted that a Committee consisting of three persons be raised to examine and report the situation leading from the village to Factory Island in regard to the expediency of repairing or rebuilding the same.

Schedule of lands, belonging to the town previous to the annexation of the Patent Strip (so called)

Burying ground, training field and meeting house lot 1 5 acres, say.	$2500.00
½ an acre on Ferry Road given byiJ. Coffin for a burying ground	5.00
¼ an acre purchased of Solomon Stuart for which paid $12. worth	5.00
1 Acre on the road to Portland purchased by Joseph Foss for Gravel, cost $20. worth	15.00.
¼ acre of Gravel purchased by E. Whitcomb; Cost $40. worth	1.00
About 1 acre of Gravel purchased of John Fenfield for grgvel for 50 year from Sept 10, 1836 Cost $600. worth	450.00
Town farm; about 92 acres paid $1750, worth including stock from $2500. to $3000.	2800.00
Town Clock costw$300, worth	2.00
Interest in the Brannan house and lot	33.00
Saco half of the covered bridge from Saco to Bid. Cost $4700. Worth	4000.00
	$10011.00

End of Book IV

II April 4, 1843

Voted: that the road prayed for by Samuel Berry and others, and laid out by the Selectmen be accepted; and the Old Road discontinued.

Voted: that the road prayed for by Ebenezer H. C. Patterson and others & located by the selectmen be accepted.

Voted: that the Road laid out and accepted at Old Orchard, Prayed for by E. H. C. Patterson and others, be opened on or before the Month of June one thousand eight hundred and forty-four.

Return of a road laid out by the Selectmen in October 7, 1842, and accepted by the town April 4th 1843.....Commencing at the "Road" near the house ofSamuelSawyer thence North 87 degrees east 36 rods, on land of Horace Sawyer, thence North 70 degrees E. 15½ rods on land of said Horace Sawyer, thence same course 10 rods on land of William Sawyer 2nd. to the Old road near the house of said William Sawyer 2nd.

Return of a road laid out by the Selectmen and accepted by the town April 4, 1843.....Beginning at the "Salt March" on the North east of land belonging to Ebenezer H. C. Patterson by altering and straitening the road to the School House in Old Orchar, from thence to the nearest and most practicable route to Toppans brick house on Beach Street, near Daniel Libby's in Saco; and having notified all persons interested, by posting notices of the time and place of the meeting agreeably to law, "We proceeded to examine, alter and lay out the road asked for in said request as follows" commencing at the "Salt March" on northeast side of land belonging to Ebenezer H. C. Patterson, thence south 52 degrees w. 52 rods on land of said Patterson; thence same course 66½ rods on land of Mark L. Levitt; thence same course 8 rods on land of Samuel Ranks; thence South 7 degrees east. 68 rods on land of Samuel Ranks, Hosea Staples, and Ebenezer C. Staples; thence S. 8½ degrees w. 29 rods on Ebenezer C. Staples land and "old road" thence s. 57 degrees west, 84 rods on the old road; thence s. 78½ degrees w. 50 rods on land of Rufus Foss; thence S. 84 3/4 degrees W. 14½ rods on said Foss's land; thence same course 80 rods on land of Heirs of Richard Howes; thence same course 52 3/10 rods on land of Mark Staples, thenceSouth 77 degrees west, 22 rods on land of Nathaniel Deering, thence South 85 degrees w. 87 rods on land of Robert Jameson; thence South 70 degrees w. 15 2/10 rods on land of Robert Jamesdon; thence same course 17½ rods, on land of William Deering; thence same course on land of David Patterson 22 rods, thence South 82 degrees West 16 rods on James Patterson; thence same course 64 rods on lands of Widow Love Patterson;thence a land of Widow Hanscomb 36 rods, same course to a "Pine tree"; thence S. 70 degrees W. 50 rods on Old Road on land of.....thence South 54 degrees W. 114½ rods, on land of Ebenezer C.Staples & others unknown; thence S.77½ W. about 25 rods to the ~~1/4~~ foot of the hill at the Western end of Goose-fare bridge.

May 8, 1843

Voted: that a bridge be built over the Eastern branch of Saco river leading from the Village to Factory Island as soon as may be convenient.

Voted: that this town build said bridge of wood, after the model of the railroad bridge over Saco river, and of such width as the committee chosen for the purpose of building the same, shall deem expedient.

Voted: that $500. be taken from the highway money raised the present year and appropriate the same toward building the Bridge over the eastern branch ofSaco river leading from the village to Factory Island.

Voted: that the Treasurer be directed to postpone the payment of the several school Districts of Five hundred dollars of the money voted

II for the support of Schools the present year until after May 1844.

Voted: that the Treasurer be authorised to hire a sufficient sum of mone to complete the Bridge leading from this village to Factory Island.

Voted: that a committee be chosen, consisting of three persons, to carry into effect any voted now passed in relation to the Bridge to be built, leading from this village to Factory Island.

Voted: John Ricker, Gideon Tucker & James M. Deering be a committee for the purpose of carrying into effect the foregoing votes.

Voted: that the Town purchase the bridge built by Nathan Chadwick as it now stands at one hundred and fifty dollars, said bridge to be raised up when necessary by said Chadwick, the town to have the use of the chains until said bridge shall be discontinued.

May 15, 1843

Warrant: to see if the town will vote to rebuild the half of the bridge leading from Factory Island to Gooch Island: and if not, whether they will vote to apply to the County Commissioners to discontinue the said Bridge and Highway leading from Factory Island to Gooch Island; By request of Edward B. Huff and others.

May 22, 1843

Voted: that the inhabitants of Saco instruct the Agent of the town to present a Petition in behalf of said inhabitants to the Hon. Court of County Commissioners, for York County; that they discontinue the Bridge and the Highway, leading from Factory Island in Saco, to Gooch Island in Bidd ford, in said County.

July 20, 1843

Voted: that this town unite with the town of Biddeford for the purpose of rebuilding the Bridge leading from Factory Island to Gooch Island.

Voted: that a committee be raised for the purpose of contracting and superintending the building of one half of said Bridge.

Committee nominated for the above vote; James M. Deering, Amos Chase, and Daniel Cole, Jr.

Voted: that the town Treasurer be authorised tohire on the credit of the Town a sum of Money not exceeding Twelve hundred dollars at a rate of interest not exceeding six per cent per annum to build said bridge said loan reimbursable at the pleasure of the Town after one year.

November 28, 1843.

Warrant; to see if the town will authorize Joseph M. H. Hayes to put in upon the line of Water St. next the river, a suitable wall for the whole length of his line upon the road, being about 200 feet and allow him a renumeration for the expence of building said wall out of his highway tax bills in years to come--at the face of said bills until he shall be full paid and without any charge of interest or a any compensation for services on his part.

Warrant; to see if the town will vote to discontinue a certain highway laid out in 1842, on the petition of Ebenezer H. C. Patterson and others, leading from Old Orchard School house to Goose fair bridge, which road was accepted by the town at a meeting of said inhabitants duly holden in April last.

Voted to grant Dea. Joseph M. Hayes his request, and that the work be put in, under the direction of the surveyor of the District.

Voted; to raise the sum of six hundred dollars to pay the expences of Gooch Island Bridge, additional to that heretofore raised.

Voted; to postpone the motion made by James M. Deering under said article, in regard to payment of his claims as surveyor of highways.

Voted; to discontinue the Old Orchard road 38 votes in favour and 26 against.

February 26, 1844.

Warrant; to see if the town will reconsider the voted passed on the 6th day of December last, whereby the Road from the Old Orchard School House to Goose Fare Brook was discontinued. And if it will not reconsider said vote. Then to see if the town will consent to the selection of a committee of three disinterested and discreet men out of town in order that their report of a location of a road between those prints, if adopted by the Selectmen, may have it a proper influence upon the town, when such location may be brought before it for acceptance.

March 5, 1844.

Voted; that the 10th article be postponed to the adjourned meeting and that the Board of Selectmen be requested to reexamine the ground and report to said adjourned meeting, whether another location may not be made which will accommodate the inhabitants nearly as well, and at the same time be less expensive to the town.

Voted; that the road prayed for by Abraham Tyler and others, and located by the selectmen be accepted.

Voted that the private way prayed for by Edward Rumery, Jr. and laid out by the Selectmen be accepted.

April 16, 1844.

Warrant; request & return of a road laid out by the Selectmen Beginning on Elm Street near and westerly of the house of Harrison Cleaves thence running North 10 degrees west about four rods, thence North 34½ degrees West about 31 rods.

II

Voted that James M. Deering, Gideon Tucker and John Ricker be a committee to unite with a committee of the Town of Biddeford to build Springs Bridge from Saco to Springs Island as located by the County Commissioners and within the period fixed by them.

Voted: that this town recommend, if Biddeford that a plain substancial old-fashioned bridge be built from Saco to Springs Island.

Voted: that the Treasurer of the town of/Saco be and hereby is authorized to obtain by loan upon the Credit of the town, a sum of money not exceeding eight thousand dollars, at such a rate of interest as he may deem expedient; and that said Treasurer be authorized to issue notes of the town therefor payable to bearer, in such sums as he may deem proper, with coupons attached for the interest thereon, payable annually at the Treasurer office inSaco, or the Suffolk Bank, Boston, as may be agreed; and the principal sum to be paid, as aforesaid, at peri ds of time from two to ten years, as may be agreed.

Voted: that the road as laid out by selectmen extending from Elm Street near the house of Harrison Cleaves in a westerly direction to the Parkman lot be accepted.

September 10, 1844

Voted: that the Town will pay T. G. Thornton, one hundred dollars provided he will remove his house on Water Street to be on a line with John Caine's upper house and the one now owned and occupied by Joseph Richards as laid out by the Selectmen; and that the land taken from said Thornton & Caines be conveyed by Deed to the Town without damage for the use of a road.

Pursuant to a request of John Gaines and others the undersigned selectmen of Saco, have straightened WaterStreet in said town as follows--- Commencing on the N. E. side of said street, at the South corner of the Jameson lot, thence running South, 48 degrees East on land of T. G. Thornton and land of John Gaines sixteen rods and ten links where the line again intersects the line of the road opposite the Westerly corner of said Gaines Blacksmith shop, to a mark on the fence at which a stone is to be placed--widening said road about half a rod on the lot of said Thornton. For said land of said Thornton & Gaines we assess no damages.

February 3, 1845

Return of Road at Old Orchard:

Commencing one and a half rod and six links N. W. of the N. corner of the school house aforesaid, thence running south 57 degrees, 54 rods on the old road, thence south 68 degrees W. 28 rods, on Rufus Foss land, thence same course 40 rods on Robert Jamesons land, thence same course 40 rods on old road, thence same course, 21 rods on Mark Staples; thence south 70 degrees W. 12 rods on old road; thence same course 21 rods on land belonging to the heirs of the late Nath. Dearing; thence 8 rods same course across the old road; thence 6 rods on Robert Jameson's land to a point 1½ rod and 4 links Southerly of an apple tree,; thence South 81½ degrees W. 34 rods on Robert Jamesons land or field; thence same course 48 rods on said Jameson's pasture; thence S. 70 degrees W. 13½ rods on said Jameson's pasture; thence same course 24 rods on William Dearings field; thence same course 15½ rods on David Patterson's pasture; thence South 84 West; 20½ rods on James Patterson's field; thence same course 74 rods on Mrs. Love Pattersons field; thence same course, on Thomas J. Tuckers land 22 rods to the Old road & following the old road to the foot of the hill at the Eastern end of Goose Fare Bridge. Road three rods wide in every part.

March 4, 1845

Voted: to accept the old Orchard road as laid out by the Selectmen.

Selectmen's return to alter & widen Storer Street

Commencing at a stone post on the North east side of Storer Street in the dividing between the lots of Samuel Bradley and John Cleaves, thence running North 31 degrees West six Rods & seventeen links over land of Samuel Bradley, to a point, on Elm Street, distant from a stone post on the South west side of Storer Street four rods and two links, the last mentioned post being on the corner of Elm and Storer Streets.

April 14, 1845

Voted: to accept the altering and widening Storer Street as laid out by the Selectmen.

March 13, 1846

Voted: to accept the alteration of Beach Street made by the Selectmen July 30, 1845.

The undersigned request you to locate Beach Street anew, so far as the lands we own and represent may be affected, hereby agreeing to waive any claim for damages that may be incidental to said location of the street to be three rods wide.

Josiah Calef
Saco Water Power Co. by Rufus Nichols
George Toppan

Commencing on the south west side of Beach Street at the Corner Post in the dividing line between the six acre lot of the Saco Water Power Co. and land belonging to the estate of the late Daniel Libby and running South 45 degrees East one hundred and twenty-seven feet and thence South 36 East two hundredd eleven feet across the land of said Libbey to a Post in the dividing line between the land last run over of the Twenty-five acre lot belonging to the Saco Water Power Co. and thence south 54 degrees East across the last mentioned land to the Northeast corner of Josiah Calef' land on the Southwest side of Beach Street, said road to be of the width of three rods.

September 14, 1846

Warrant: to see what measures the town will take if any to widen Common Street opposite John F. Millens Store, so that the lots of Seloucas Adams of the Saco Water Power Company, of the Saco Bank, may be appropriated in whole or in part to the widening of said street or to a public square for the use of the inhabitants aforesaid, and also to see if the town will discontinue the highway leading from Main Street to the Old Pepperell Mill upon any conditions whatever, if so, upon that conditions. (Indifinitely postponed)

October 27, 1846

Voted: that the town accept and allow the town way laid out by the Selectmen of said town, leading from Main Street through land of the heirs of Thomas C. Thornton to Elm Street, and thence through lands of Joseph Mosseck and the Sawyer Field so called to North Street as described in the said Selectmens report of the laying out of the same to the town.

II Return of road from Main to Elm Street and from Elm to North Street.

Beginning at the East corner of the dwelling house of Thomas G. Thornton on Main Street, thence North 40½ degrees W. 139 feet, thence North 32 3/4 degrees W. 650 feet to Elm Street. The above described line forms the Southwesterly side of the proposed street. Beginning again on the Northwest of Main Street three rods Northeast from the east corner of said dwelling house of T. G. Thornton, thence North 40½ degrees W. 153½ feet to the W. corner of the back or kitchen part of the dwelling house of the late Sarah Thornton, thence North 32 3/4 degrees W. 543 feet to the South corner of a lot set off in the division of T. G. Thornton Estate to Mary C. Thornton; thence on the same course N. 32 3/4 W. 31 feet by said lot to a point from which the line makes a curve Northerly and Easterly on a radices of 50 feet to Elm Street. This line forms the Northeasterly side of said street. Said street to extend from Main Street to Elm Street between said lines and is three rods wide in every part, except at Elm Street where the width is increased by the curve. In the above we have followed the location of the street as laid and staked out the present season by the commissioners in the division of the Thornton field among the heirs of T. G. Thornton deceased. Beginning fifty feet westerly from the S.W. corner of the lot of land now in the occupation of Edward Tucker on the Northerly side of Elm Street; thence running on land of Esther Shepley N. 8½ degrees W. 1 42/100 rods to a stake, thence on land of said Shepley N. 16 degrees east 22.92 rods to a stake, thence No. 46 East also on land of said Shepley. 17 8/10 rods to land purchased by Jarvis Williams, thence same course by land of said Williams, Samuel Berry, C. C. Sawyer, and by land of Daniel Cleaves and Nathaniel H. Towle 20.56 rods to the North corner of said Towle and Cleaves lot. Thence S. 44 degrees east by said Towle & Cleaves lot 3½ rods to N. Street, thence Northerly about 7½ rods by said North street to the East corner of land purchased by Amos Chase and John P. Mellen, Thence S. 46 degrees W. by land of said Chase & Mellen and land of Jarvis Williams 19 54/100 rods to land reserved for a road, thence same course by land reserved as aforesaid and land of Edward Stiles 8.7/10 to land of said Shepley, thence same course on land of said Shepley 18. 6/10 rods to a stake which stands 6 links North 27 degrees E. from across cut on an Elm tree near the ground, thence on land of said Shepley S. 16 degrees W. 17 3/4 rods to land of Joseph Messeck, thence same course on land of said Messeck 4. 3/10 rods to land again of said Shepley, thence S. W. 4 rods between land of said Shepley and land of said Messeck to Temple Street, thence S. E. by said Temple Street and Easterly by said Elm Street to the place of beginning; said street to be within the above discribed lines and to extend from Elm to North Street, being 3 rods wide in every part except at each end where it is made wider as above discribed.

February 22, 1847

Warrant: to see if the town will vote to instruct their Selectmen to widen the highway leading from the wharf to Main Street over wharf Hill so as to include a part of the lots owned by the Saco Water Power Co., Seleucas, Adams, and the Saco Bank.

Warrant: to see if the town will vote to purchase any part or the whole of the lots on the Street leading over wharf Hill to Main Street owned by the Saco Water Power Company, Seleucas, Adams and the Saco Bank; for the use of the inhabitants of Saco.

Warrant: to see if the Town will discontinue the highway leading from Main Street to the Pepperell Mill privelege by the House of Cotton Bradbury on certain terms and conditions to be acceptable to the town.

II April 12, 1847

Voted: that two hundred dollars be taken out of the highway money already voted, to be appropriated to procure materials for the rebuilding the said Bridge over the Stackpole Brook.

March 7, 1848

Voted: that the sum of $75.00 be appropriated by the town for the purpose of procuring Rocks for the rebuilding of the Bridge at Stackpoles Brook, to be expended under the direction of the surveyor of High ways in the district where the Bridge is. Also that the Town Treasurer receive proposals and report at the adjourned meeting, for what sum said Bridge can be built and the balance necessary for rebuilding--said town isto raise at the adjourned meeting.

We having been chosen a committee on the 7th article in the warrant for an appropriation to rebuild the bridge across Deep Brook near Majr. Coles ask leave to report that we have examined said bridge ,and found the planking in good order and the bridge otherwise safe for the present season, the planking on said bridge is about one hundred and thirty feet which might be reduced to a small space by building stone abutments and filling up with dirt, and we recommend that some person or persons be authorised to contract for stone abutments and such other stone work as might be found necessary, to be done next winter, when it can be done to better advantage, and less inconvenience to the travel.

Voted: that the selectmen be authorized to receive proposals and contr ct for the building of stone abutments and such other stone work as may be necessary for the bridge across Deep Brook near Majr. Coles, and that $300. be raised for said purposes, the work to be done the winter ensuing.

Voted: that we raise 400 dollars in Cash, and take 200 dollars from the highway money already raised, to be used for the purpose of building said Bridge and that the selectmen superintend the building of said bridge by contract or otherwise.

The subject matter of 9th article in respect to building a stone Bridge over Doughties Brook near B. F. Cole, have attended to that duty and ask leave to report, that we have examined said Bridge and found said bridge safe in our opinion or may be put so at a small expense for the season, the covering on said Bridge is about sixty feet which might be reduced to eight or ten feet bby building stone abutments and filling up with dirt and we recommend that some person or persons be authorised to contract for Stone abutments and such other stone work as may be found necessary, to be done the present season or next spring, when a contract to most advantageous terms to the town can be made.

Pursuant to lay out three town ways on land of Joseph Hill.

Beginning on the Northerly side of the Boom Road, at the distance of eight rods S. 25 degrees, E. from the S. side line of the Rail Road thence running N. 65 degree, E. 66 and one half rods of the width of 2½ rods the Northwesterly side of said road being eight rods from the southerly side of theRail Road thence running the same width N. 56½ degrees, E. 26 1/8 rods to a point which will be on the Northwesterly side of the road here described four rods from the southerly side line of the Rail Road.

We proceeded to lay out a town way over land of said Hill and across the Rail Road of the width of three rods commencing at the southeasterly corner of lot No. 22 on a plan of Joseph Hills farm drawn by Tristram Jordan, Jr., November 15, 1845 and by land of Israel Jaclbs; thence running North 16½ degrees, W. to the Northerly side line of the Rail Road said corner of the lot No. 22 to be the South-westerly side of said road, thence from the Northerly side line of the Rail Road continuing the same width over said Hills land North 25 degrees West to land of the heirs of Thomas Cutts.

May 27, 1848

Voted: that the selectmen instruct the Town Agent to oppose the road from Gorham to Saco.

April 17, 1849

Pursuant to locate and lay out a Town way.

Commencing on the Northwesterly side of Elm Street, between lands of Samuel Hodgdon and Samuel F. Chase, thence running North 37 degrees west to a reserved road of the width of two and a half rods as laid down on a plan of lots in theStorer field so called made by John C. Blackler June 30, 1845.....We proceeded to lay out said road as follows: Beginning on the Northe rly side of Elm Street at the East corner of a lot owned by Samuel Hodgdon thence North 37 degrees West ten rods 16 links, to the North corner of said Hodgdon lot, thence N. 36½ degrees W. 25 rods and 8 links to said reserved road named in the request, said line being the Southwesterly side of said road, and said road being two rods wide in every part.

Voted: that the road asked for by Samuel Hodgdon and others, and laid out by the Selectmen, be accepted.

Beginning on the North side of North Street at the westerly corner of a lot owned by widow Betsy Sands, thence North 46 degrees E. 38 rods, to land of Samuel Hopkins, said line to be the South East side of said road, and said road being three rods wide in every part.

Voted: that the road asked for by E. B. Knight and others and laid out by the selectmen be accepted.

We the inhabitants request you to view and lay out a new road through Nichol s Hearns land, commencing on the hearn road, so called, Southwest of the dwelling hous of the said Nicholas, and run Northwesterly until you strike the road leading by John Fendersons Farm, and call a meeting of the inhabitants of said town for the acceptance of the same, and to discontinue the old road on the easterly side of said Hearns Buildings as now travelled.....Beginning at a stone on the Hearn road so called ~~[illegible]~~ thence running N. 52½ degrees, W. 54 rods to the Fenderson road so called.

We the inhabitants respectfully represent that the highway leading from old Orchard near the house of Joseph Coogins to the post road near the house of Richard C. Thornton is in many places narrow and inconvenient, we therefore request you to go on widden and make such alterations as the public convenience requires.....Beginning at a stake on the N.W. dide of the road running easterly from the old Orchard School house, and running N. 44 degrees, 12 " 127 rods, thence N. 44 degrees 30" 75 rod

II thence N. 25 degrees, W. 26 rods, thence N. 51 degrees, W. 19 rods, thence N. 59 degrees, 45 " W. 12 rods, thence N. 80 degrees, W. 22 rods, thence N. 53 degrees, 30" W. 28 rods, thence N. 58 degrees 30"W. 14 rods, thence N. 38 degrees, 30"W. 22 rods, thence N. 17 W. 14 rods, thence N. 29 degrees 30" W. 118 rods, thence N. 15 W 32 rods, thence N.5 degrees E. 41 rods, to Rail Road, thence N. 9 degrees W. 5 rods, thence N. 39 degrees W. 17 rods, thence N. 56 degrees, 30" W. 16 rods, thence N. 47 degrees W. 52 rods, thence N. 46 degrees, 45" W. 14 rods, thence N. 55 degrees 15" W. 48 rods, thence N. 18 degrees, 40" W. 4 rods, thence N. 2 degrees, 30" east 36 rods 16 links, thence N. 24 degrees 20 " 6 rods, thence N. 48 degrees 45" W. 56 rods to the Post by theSchool house of the fourth school district.

Voted: that the road asked for by NathanielBoothby and others, in the 11th Article of the Warrant, as laid out altered and widened by the Selectmen, be accepted.

Voted: that the sum of six hundred dollars be raised for the purpose of paying the out standing bills and completing the bridge across deep Brook near Majr. Coles on the Boom Road.

~~June/16/1848~~ August 17, 1849

Warrant: to see if the town will vote to recommend the location of a road or roads from Saco toGorham and Saccarappa or either, under the petition of Rufus Banks and others, and George Small andothers, now pending before the County Commissioners of Cumberland and York. (Refused)

March 5, 1850

A motion was made by Thomas M. Hayes, respecting the old County road at the foot of the Factory Island.

Moved 1st. That a committee of three members, be appointed, to report at some future meeting, what action, if any, the town ought to take, in relation to a petition of the Saco Water Power Company to the County Commissioners, praying for the discontinuance of a section of an old County road, beginning at the Easterly end of the Proprietors Free Bridge, on Indian Island, and running across the lower part of said Island, to the Eastern branch of Saco river, and also from the Eastern Shore of the Eastern Brance of said river to the highway leading over Wharf Hill.

2nd. That said Committee be instructed to give the County Commissioners immediate notice of the foregoing vote, and to request them to suspend their decision upon said petition, and grant the town a hearing in opposition to the same.

Report of Committee on the Petition for discontinuance of Road across the Island.

The subscribers having been appointed a Committee at the last town meeting with instructions "to give the County Commissioners immediate notice of the foregoing vote," respecting the petition of the Saco Water Power Company, "praying for a discontinuance of a section of an old County road, beginning at the easterly end of the Proprietors Free Bridge on Indian Island, and running across the lower part of said Island to the Eastern Branch of Saco River--and also from the Eastern shore of the Eastern Branch of said River to the highway leading over Wharf Hill", "and to request them to suspend their decision upon said peition, and grant the town a hearing in opposition to the same"--and also " to report at some future meeting what action, if any, the town ought to take in relation to said petition," Submit this report.

II thence N. 25 degrees, W. 26 rods, thence N. 31 degrees, W. 19 rods, thence N. 58 degrees, 30" W. 118 rods, thence N. 15, W. 32 rods, thence N. 5 degrees E. 41 rods, to Rail Road, thence N. 9 degrees, W. 5 rods, thence N. 46 degrees, 45 " 14 rods, thence N. 35 degrees, 15" W. 48 rods, thence N. 18 degrees, 40" W. 4 rods

II March 4, 1851

Voted: to accept the following names of the streets in the village

Main Street-	From YorkSquare, to the House of David Parrows
Elm Street	From Springs Bridge, to Main Street
Middle Street	From Common Street, to Samuel Hartley's field
High Street	From Common Street, to BeachSt.
Common Street	From Pepperell Square to James Street
James Street	From Common Street, to Beach Street
Beach Street	From Main Street, to Old Orchard Road
Winter Street	From Beach Street, to Summer Street
SummerStreet	From Winter Street, to Main Street
North Street	From Main Street, to railroad crossing on Buxton Road.
+ Union Street	From North Street, to land ofGeo. Seaman
+ Seamen Street	From North Street, to Elm Street
+ Vernon Street	From North Street, to Elm Street
Cross Street,	From Elm Street, to Main Street
+ Thornton Avenue	From Main Street, to Elm Street
+ + Pleasant Street,	From Main Street, to land of the late Sam'l. Bradley
Storer Street	From Main Street to Elm Street
Water Street,	From Main Street, to railroad crossing on Boom road
+ Hill Street	From Water St. through Jose Hill's field to Forest Street
+ Forest Street	From Hill Street, to land of Thomas Cutts
+ Green Street	From Elm Street, to land of the late Sam'l Bradley
+ Temple Street	From Elm Street, to land of the late Sam'l Bradley
School Street	From Main Street, to the Common.
+ Free Street	From Main Street, to Front Street, near Proprietor Wharf.
Front Street	From Proprietors Wharf to Pepperell Square
Company Street	From Main Street, or Pepperell Square, to the Grist Mill Yard.
+York Street	From covered Bridge to Gooch Island Bridge.

Voted: that the subject matter of 12 article in the warrant be referred to the Selectmen.

Saco Feb. 1851. The undersigned inhabitants of said town of Saco, Respectfully request the Selectmen of said Saco, to insert an article in the warrant for the next regular town meeting. To see if the town will vote to raise money to procure and put up at the corners of the streets in the Village of said Saco, proper and suitable signs, bearing the names of said Streets respectively.

Voted: to see if the town will votedto build a stone bridge across Stackpole's brook near the house of James Lord.

April 1, 1851

Voted: that the selectmen be authorized to build the bridge across Doughty's Brook of wood or stone or both as they may think it expedient, and to raise 400 dollars for that purpose.

Perambulation Town line Scarboro & Saco

Agreeable to notice given by the Selectmen ofScarboro to the Selectmen of the town of Saco, to meet at the house of Elijah Tapley on Monday the 15th day of Sept. A.D. 1851, to perambulate the line between said to ns; We met and run said line, the return whereof we make as follows: Viz. Beginning at a stone at the north corner of Saco, and the west corner of Scarboro, by the line of Buxton, and

from thence south east to a stone on the North side of the road leading by George Morrills, thence South East to a stone on the south side of the Burnham Road. thence SouthEast to a stone standing at the six mile tree, so called, thence South East ninety six rods to a stone--thence Southwest forty-eight rods to a stone--thence South east to a stone on the south side of the Holmes Road; thence same course to a stone on the Northwest side of the Black Ash Road, thence South East by a hemlock tree marked in several places, to a stone on the North side of the Road by George Boothby's; thence South east to a stone on the Northwest dide of the Post Road eight rods and fifteen links easterly from the east corner of Miss Martha Milliken's house, thence South East to a stone on the Southerly bank of the Foxwell Brook, thence same course to a stone on the North side of the Rail road, thence same course to the patent ditch, thence by said ditch south east to the sea wall.

April 6, 1852

A town road commencing at the Buxton Road at the mouth of the river road near the dwelling house of Joshua Simpson, thence widening and strait'ning said road to near George Simpsons dwelling house, thence running such a course as will interest the old road at a place called the little hill on Edward Milliken's land.

Beginning at a point on the west line ofBuxton road--so that course south 71½ west shall just clear the North side of a large Willow tree, thence on same course 5 64/100 rods, thence South 64 West 21 3/4 rods to the Northerly corner of Joshua Simpsons house (Small part) thence South 57½ West 17 rods the Northerly corner of said Simpsons barn, being the course North 86 degrees W. 24 rods, thence W. 81 4/10 rods across land ofWidow June Berry and Aaron McKenney to the road, the above described line to be the southerly side of said road, the first course to be 4 rods wide and end three rods, the remainder to be three rods wide.

Voted: to accept the road as laid out by the selectmen by request of James Hopkinson and others.

To lay out and widen the town road by Jeremiah Hearnes, Nicholas Hearnes and George Boothby's to Scarboro line.....

Beginning at the town line, on the Northerly side of the road, one rod from the line of the road, making three rods wide, and running South 53 ¼ degrees W. 82 rods, thence S. 57 degrees 50 feet W. 45½ rods, thence South 54 degrees W. 18 rods and 23 links to Nicholas Hearnes, land, thence S. 50 3/4 degrees W. 11 rods, thence S. 52 ½ degrees W. 10 rods, thence 46 3/4 degrees W. 28 rods to Joshua Boothbys land, thence S. 45½ West 93 rods & 23 links, the road to be three rods wide throughout to this point, thence S. 47 degrees W. 18 rods to George Parcher's land, the road to be 3½ rods wide at this point, thence 43 degrees W. 21 rods and 18 links to George Parcher's Barn yard, the road to be 2½ rods wide opposite said yard, thence S. 45½ degrees W. 3 rods and 6 links, thence S. 48 degrees W. to the Parcher road, the road to be 3 rods wide.

Voted: to accept the road as laid out by the Selectmen by request of Joshua Boothby and others.

September 4, 1852

Voted: that the town build a culvert on the S.E. side of Free Street, provided the same shall not exceed the sum of one hundred and fifty dollars, and that the parties interested pay one half of the expence.

Voted: that the town raise the sum of one hundrdd and fifty dollars, to build a culvert on the S.E. side of Free Street, and that the same be included in the next annual assessment of the town of Saco.

II/ Voted: that a bridge be built within one year from this time across Nonesuch river.

To lay out a town road in said town, beginning at the Buxton road, so called, at the mouth of the river road near Joshua Simpsons dwelling house, and ending at a place called the little hill, on Edward Millikens land.....Beginning at a point on the W. line of Buxton road, so that a course S. 71½ W, shall just clear the North side of a large willow till thence on said course 6.64 rods, thence S. 64 W 21 3/4 rods to the Northerly corner of Joshua Simpsons house (Small part) thenceSouth 57½ W. 17 rods (the Northerly corner of said Simpsons house) being in the same course North 86 W. 84 rods, thence W. 81, 4 rods across lands of widow Jane Berry and Aaron McKenney to the Southerly side of said road, the first course to commence four rods wide and end three rods.

Voted: that the road alluded to be accepted.

April 4, 1853

Voted: to appropriate one hundred dollars of the money already raised for making and amending the highways the ensuing year for the completionof the new road crossing land of widow Jane Berry and Aaron McKenney as designated in the warrant.

Voted: to discontinue the old road from the new road near George Simpsons, to its junction with the new road near the "Little Hill", so called, after the first day of November next.

To lay out a town road from the old town line across the Patent Strip to the present line of the towns of Saco & Scarboro, near the house of Stephen Bryant.....Beginning on the Saco& Scarborough town line 1½ rods, N.W. from the center of the old road, thence S. 85 3/4 W. 11 3/4 rods on land of John M. Foss to the middle of the present travelled road, thence S. 46 degrees W. 56 rods on land of John M. Foss to the marsh thence same course on Marsh of Samuel Underwood 8 rods and 10 links to the river thence same course across the river, thence same course 16 rods & 19 links on Marsh of Edward Leavitt to the high ground thence same course 24 rods on land of John Leavitt, thence S. 75 degrees W. 42 rods 11 links on land of Henry Milliken, thence same course 56 rods 16 links on land of Jonathan Foss, thence S. 79 degrees W. 54 rod 17 links on land of Nathaniel Googins to the old town line.

June 8, 1854

To lay out and locate a street or town way two and one half rods wide running Northeasterly from Green Street to Temple Street. Also a street or town way four rods wide running from Boom Road Northeasterly to the point where said Street called Spring Street now ends, as laid out and built by E. R. Wiggin. Also to continue to lay out and locate the following named streets to Spring Street, as the same have been laid out by E. R. Wiggin, viz; Green Street-Pleasant Street- and Temple Street.

Commencing at the W. corner of the house lot of Daniel Cleaves 2nd. on Green St. thence running N.E. 29, 56 rods to Temple Street this line to be the S. E. line of theStreet which is to be 2½ rods in width in each and every part, reference being made to the plan of the storer field.

Also spring street, commencing at a point on the S. E. side of Boom Road one hundred and fifty (150) feet N.W. of theW. corner of Isaac Sands' house lot, thence N.E. 44½ rods, this line being the S.E.line of the street which is to be 4 rods inwidth in each and every part reference being made to the plan of the Parkman Pasture made by

II T. Jordan Jun , Oct. 8, 1851

Also to extend Green Street, Beginning on S.E. line of Spring Street at a point 13, 65 rods from the Boom Road, thence S.E. nine rods to the head ofGreen Street, this line to be the S.W. side of the street, which is to be two rods in width in each and every part,reference being made to the plan of the Parkman Pasture, made by Tristram Jordan, Jr. Oct. 8, 1851

Also to extend Pleasant Street beginning at a point on the S. E. line of Spring Street 23,54 rods from the Boom road, thence S.E. 14,68 rods to new Street, (so called) this line to be the S.West line of the Street, which is to be two rods in width in each and every part, reference being made to the plan of the Parkman Pasture, made by Tristram Jordan, Jr. Oct. 8, 1851 and to the plan of the Storer field.

Also a Street to extend to Temple Street, beginning at a point on theS.E. line of Spring Street 54,76 rods from Boom Road thence S.E.nine rods to the head of Temple Street.

Voted: to accept all the streets as laid out by the selectmen referred to in article fifty of the warrant by request of E.R.Wiggin& others.

To lay out a town way in said town, beginning at the west corner of lot No. 18 on a plan of lots in the SawyerField made by Tristram Jordan, Jr. May 1, 1846 and ending at Scamman Street.

Beginning at the West corner of lot No. 18 on a plan of lots in the Sawyer Field made by Tristram Jordan, Jr. May 1, 1846 thence S. 22½ E. about 35 rods to Scamman Street

Voted: to accept the street as laid out by the selectmen referred to in article sixth of the warrant by request of Edward Stiles & others

March 6, 1855

Voted: that the selectmen lay out the road contemplated in the 15th article and build it suitable for use within one year, the buildling of which to be sold at Auction by the Selectmen.

Voted: to rebuild the bridge across Goose Fair Brook named in the 10th article in the warrant.

Voted: that the selectmen be authorized to let at public auction to the lowest bidder all the bridges which the town may this day vote to rebuild. The person or persons contracting to furnish sufficient indemnity for the faithful performance of their several jobs.

April 7, 1855

To lay out and locate a street or town way, three rods wide, Beginning on MainSt. between the lot set off to Albert G. Thornton and that set off to Sidney H. Thornton, now owned by the town, and running about North 32½ degrees W. as said street was reserved in the partition aforesaid to Elm Street.....Commencing on Main Street, between the lot set off to Albert G. Thornton and that set off to Sidney H. Thornton now owned by the town, and running about N. 32½ degrees W as said street was reserved in the partition aforesaid to Elm St. reference being made to the place of theThornton field made by Tristram Jordan, Jr. Nov. 12, 1851

Voted: that the town do accept the street laid out by the selectmen running from Main Street to Elm Street.

February 21, 1857

Warrant: to see if the town will cause the road leading from Buxton Road near George W. Whittens house BEYOND TOWN FARM and thence by Benj. F. Cole's house to the Rail Road to be widened, or laid out three rods wide, or take any action concerning said road. By request of B.F.Cole & others.

Warrant: to see if the town will vote to discontinue such portion of the old town way leading from Buxton Road by Rishworth Jordan's as lies between the brook near Rishworth Jordah's house, and the new County Road near Reuben Maybury's house, or take any action thereon.

Warrant: to see if the town will appropriate a sum of money, sufficient to build a stone culvert across Goose Fair Brook, on the Ross Road so called.

Warrant: to see if the town will adopt measures to have fences standing on the grounds of the public roads moved out to the lines of the same, th reby lessening the inconvenience and expence resulting from drifting snows, and furnishing more room and materials for making and repairing the same.

Warrant: to see if the town will vote to sell their Poor Farm and purchase another nearer with gravel on it. (OMIT)

Voted: that the Selectmen be authorized to open said highway and widen the same, as asked for, provided the same is done without any expence to the town.

Voted: that the road be kept open to the first day of October, next, and then discontinued.

Voted: that the Selectmen be instructed to have the fences standing on thegrounds of the public roads moved on to the lines of the same.

Voted: to build a bridge across Goose Fair Brook.....We have after a full examination come to the conclusion to recommend the building of a stone Culvert nine feet high, eight feet span & forty feet wide. This will require sand and gravel for grading and making the road to correspond with the Culvert, of which there is an abundance upon each shore.

The road we think should be raised at least six feet higher on the bridge than it now is. This will make the passage over the hills much easier than at present. Sufficient stone we think may be taken from the ledge on Main Street near Mr. Barrow's house to build and cover the culvert.

March 2, 1858

Voted: to see if the town will adopt a new method as to taking valuation and assessing taxes, On motion of Mr. Thomas Dyer, 3rd. That it be the dut of the Assessors chosen at this meeting to employ some suitable surveyor or engineer to survey the town and make a plan of the same, defining the limits of each School District and every mans lot.

March 15, 1858

Return of Road. We therefore lay out said way as follows, beginning on the road leading from the "Heath Road" so called by John Rickers house one and one half rods north west of North end of John Rickers joiner Shop, and running N. 47 1/3 degrees E. 11 rods and 6 links,

II thence N. 44 degrees 55 minutes E. 18 rods and 16 links, thence N. 47 degrees E. 82 rods 9 links, to "Black-Ash Road" so called.

Voted: that the road as laid out by the selectmen leading past John Rickers House be accepted.

March 22, 1859

Warrant: to see if the town will appoint a committee to "ascertain if the road as at present opened and used "leading past the house of James Ross across the "Goose Fair" Brook so called is within the limits of the Road as laid out, "and if not within such limits, then to authorize the Committee aforesaid to open the Road according to the original laying out of the same.

Your committee after viewing the old location commenced at a stake driven into the ground by the side of the road on the line between the lands of Samuel Ross and the heirs of the late John Cole it being on the line referred to in the return of laying out of said Road in the Year 1812, April 28th made by Benjamin Pike, Aaron Seammon between the lands of Samuel Seammon, Jr. and James Gray, Esq. Thence running N.E.84 rods to a large "Hemlock stump in the middle of the road upon the S.W. bank of "Goose Fair" brook said stump having been proved to the satisfaction of your committee by the testimony of Nathaniel Coogins and James Ross to be a part of the original hemlock tree referred to in said return by the Selectmen in 1812 April 28th made by them on that day. Said hemlock stump being covered with earth 6 feet deep under the road as now travelled. We have placed in the ground upon the line between the lands of James and Samuel Ross a stone post standing s. 42 ½ degrees east one and a half rods distand from the center of said hemlock stump to the side of said stone post, as a monument by which to aid in finding said stump or middle of the road as originally laid out by the Selectmen ofSaco A.D. 1812. Thence N. 41 degrees E. 15 rods and 17 links across "Goose Fare" brook to a hub driven into the ground, said line~~s~~--------is the middle of the road as originally laid out. We have staked out the side lines of said road, one and a half rods, distant from this the center line run. We find the road as built and travelled at the present time, within said limits as originally laid out.

End of Book V

March 27, 1860.

Voted to Accept the Road as laid out by the Selectmen from High Street to the town land. ..... Beginning on the Southeast side of High Street at the west corner of the lot on which stands the "Old Pierson House" thence running South43¼ degrees East by said lot passing one foot from the West corner of said house and continuing the same course by land of . W dleigh and land of Bradbury and Goodwin Twelve and four tenths rods to the town land, thence Southwest by the town land two rods, thence North 43¼ degrees West by land of James Murphy, Rufus Twambley, John Johnson and E. J. Cleaves twelve and four tenths rods to said High Street, thence Northeast by said High Street two rods to the point begun.....

Voted To instruct the Selectmen to build the road from Hill Street to Spring Street as laid out by the County Commiminioners from the Highway Money.

Art 12th To see what action if any the town will take to build a Stone Bridge acrofs the Nonsuch River near the Watson Saw Mill" .....

Art. 13th To see if the town will vote to build a Stone Bridge acrofs the brook near Moses Libbys house in Saco on the road leading from rhw North part of the town, to Saco Falls .....

Artl 14th To see if the town will vote to build a Stone Bridge over Heath Brook near Phineas Libby's.

The three preceeding articles was referred to a Committee at the first meeting. Said committee made a report recommending the repair of two bridges and the rebuilding of one.

Voted to accept the Report and recommit the subject to the Committee with instructions to build a Truf Bridge.

Voted To add John Gaines to the Committee making Mefsrs Tristram Jordan, James M Deering and John Gaines, Committee.

Voted To raise one thousand dollars to rebuild the bridge leading to Cutts Island.

Bridge leading to Cutts Island. The Committee to whom was referred the subject matter of the Bridge leading to Cutts Island, Report that the present bridge was built in 1843, that the old bridge was carried away by the freshet of that same year, That said Old Bridge was of the kind known as a "Stringer Bridge" having a large Central Tier and the Stringers rester on said pier and the Abutment on each shore.

After a careful examination of the present bridge the Committee find it very difficult to determine the degree of safety or risk there is in the present state of this bridge but to them it looks as though immediate measures ought to be taken to have it rebuilt the present season. or otherwise repairs be made upon it without delay, and as your committee deem it very difficult and expensive to repair the bridge so as to make it safe - They therefore recommend that the town build a new bridge the present season, They recommend to build a substantial Stone pier in the center and that the "Shelves" on each Abutment on which each end of the

March 27, 1860 (Continued)

of the present bridge is now supported be built up with stone to the same height of the Pier - that that good and sufficient Stringers shall be laid from the abutments to the Central Pier That these shall each be well and securely braced underneath same - That the bridge s all b well planked and securely nailed. The Committee estimated the cost of the whold structure at Twenty five Thousand Dollars. .....

May 12, 1860.

Voted That the Selectmen be authorized to build or repair the bridge near "Watson's Saw Mill" substantially according to the report of Committee, with discretion to vary it where they shall deem it necessary.

November 7, 1860.

Voted there be appropriated from the Town Treasury, the sum of One Thousand Dollars to rebuild the Northerly half of the Sones Bridge.

Voted The town rebuild the Northerly half of the Sones Bridge so called.

Voted The the Selectmen of the town be a Committee to rebuild said bridge as soon as the appeal made by the City of Biddeford, shall be withdrawn.

March 5, 1861.

Voted That Oliver Dyer, Cominicus Jordan and William N. Perry be acommittee to examine the Post Road and bridge at Goose Fare Brook as l id out by the Selectmen, and ascertain the expense of building the same, and raising the bridge ten feet; also to confer with the Railroad Co. inregard to running the road under their track - and report at the Adjourned meeting the probable expense to the town of the whole alteration.

March 26, 1861.

Voted To hear the Report of Committee on Article 8th.
Mr. Oliver Dyer for the Committee made a report concerning the proposed alteration in the road at Goose Fare Bridge and Railroad crossing, stating in substance that the Committee had examined the premises and had estimated the exp nse of the proposed alteration Three Thousand Three Hundred and Thirty-three Dollars so much that the committee did not recommend the alteration.

Sept 9, 1861

.....

Therefore the said County Commissioners proceeded on the 19th day of June A. D. 1861 and l id out said new road as prayed for Commencing at a hub in the middle of the Flag-Pond road so called in said town of Saco, bearing North 19½ degrees West from an Elm tree spotted, standing in Elder John Boothby's field 7 rods

II

(Continued)

and 21 links distant, Thence North 5½ Degrees East 2 rods 13 links on the Flag Pond Road, Thence same course 11 rods 8 links on Elder John Boothby's land, Thence same course 135 rods 8 links on Elias (Parchers) and Orin Parchers land, Thence same course 69 rods on Edward F. Merrill's or Robert Fofs land. Thence same course 20 rods on Samuel Boothby's land. Thence same course 17 rods on Richard Boothby's land, Thence North 25 degrees East 48 rods on Richard Boothby's land, Thence same course 2 rods on James and William H. Andrews land to a hub by the side of the Black Ash road so called, said hub bearing North 9 degrees West from a White Birch tree spotted 2 rods 19 links distant; said white birch tree stands on the line between James and William H. Andrews and Richard Boothby's lands. .... And the said County Commissioners order the town of Saco to build and complete said new road or town way in three years from the time all action closes on said petition.

September 9, 1861.

Perambulation Town Line Scarboro & Saco.
Agreeable to notice given by the Selectmen of Scarborough to a Selectmen of the Town of Saco, to meet at the house of Elijah Tapley on Saturday the 9th day of November A. D. 1861 to perambulate the line between said towns:
We met and after ascertaining to our satisfaction that the Monuments at the North corner of Saco and the West corner of Scarborough by the Buxton line was in its original location proceeded to examine the bounds and monuments as returned by the Selectmen, and recorded on September 16, 1851; which are as follows; Beginning at a stone at the North corner of Saco, and the west corner of Scarborough by the line of Buxton and from thence South East to a stone on the North side of the road leading by George Merrills thence South East to a Stone in the South side of the Burnham road, thence South East to a stone standing at the six mile tree so called, thence South East ninety six rods to a Stone, thence SouthWest forty eight rods to a Stone, thence South east to a stone on the South side of the Holms road, thence same course to a Stone on the North West side of the Black Ash road, thence South East by a hemlock tree marked in several places to a Stone on the North side of the road of George Boothby's, thence South East to a Stone on the north West side of the Post Road eight rods and fifteen links Easterly from the East corner of Mrs Martha Milliken's house, thence South East to a Stone on the Southerly bank of the Foxwell Brook, thence same course to a Stone on the North side of the Rail Road thence same course to the Patent ditch, thence by said ditch South East to the Sea Wall.

End of Book 6.

II

March 22, 1864.

Voted To raise the sum of Four Thousand Five Hundred Dollars for the building and completion of the Road and Bridge acrofs the Saco River near Mark Sawyers.

June 4, 1864.

Art. 3d In the Warrant To see if the Town will vote to accept a road as laid out by the Selectmen beginning at the South side of Buxton Road near the house of Charles Nutter & leading by the house of Stephen Tuttle to the New County Road.

Voted To accept the road as laid out by the Selectmen.

March 29, 1866.

Voted To raise the sum of Five Hundred dollars to build a road as laid out by the Selectmen beginning at the Southside of Buxton road and leading by the house of Stephen Tuttle to the new County road.

Voted That the Selectmen be authorized to build a stone culvert acrofs the brook near the residence of Elias Graffam.

Voted That a Committee of five be raised with authority without expense to the town to lay out the town Common in paths, and expend such sums of money as may be voluntarily contributed in grading and planting trees, and shrubs and other wise beautifying the same.

April 29, 1867.

Ordered That there be raised by taxation the sum of One thousand dollars for the purpose of grading and otherwise improving the Common and that the aforesaid sum be placed in the hands of a committee to be appointed for that purpose. (Boards non concurring)

June 17, 1867

Ordered That the Joint Standing Committee on lighting streets be and are hereby authorized to erect as many Gas Lights Posts on North Street as in their judgment they may think proper, when the Gas Company shall have laid the gas pipe to the Saco Depot

September 23, 1867.

Ordered That Jos. G. Deering have permission to use a portion of Main Street for the purpose of opening and repairing a private drain acrofs said street ..... (No sewer there)

December 30, 1867.

Pursuant to a request signed by Joseph G. Deering and others to widen Free Street from Main to Common Street .....
Commencing at a point on Main Street eight inches South Westerly from the West corner of the stone and brick Store, owned by the heirs of the late Daniel Cleaves, now occupied by Samuel Osgood, thence S. 39½ degrees E. 16 rods 11½ links to line of Middle Street, said line being the North East side of said Street, and said Street to be 58 feet and 9 inches wide at this point. Thence beginning at a point 6 inches from a post at the East corner of Richard Bowden's lot on Middle Street running North 40½ degrees West 16 rods 10½ links to Main Street, Said line being the South West side of said Street and said Street being 41 feet 2 inches wide at this point.....

January 6, 1868

Ordered That the Street Commissioner of Highway District No.1. be directed to open the road leading from Boom Road to Saco River as soon as the weather will permit, in accordance with the report of the Committee on Streets on Petition of Samuel Cluff and others.

February 24, 1868.

Ordered That the Committee on Petition of Mrs Judith A. Hodsdon have further time.
The Committee on Streets to whom was referred the Petition of Andrew J. Leavitt and others praying for the laying out of a new Street from the Railroad Crossing on the Boom Road to the New County Road, said Committee having laid out said Street according to the Prayer of the petitioners, (see report on file.)

March 10, 1868.

The Committee on Streets to whom was referred the Petition of Elijah Buck and others, to open and lay out a new Street (known on a plan of the Barns Lots as Irving Street) would respectfully recomment that said Petition be referred to the next City Government.

II

March 12, 1868.

Report of Committee on Streets on Petition of Messrs Lowell, Joseph G. Deering & others.
The Committee to whom was referred the petition of Jos. G. Deering & others in relation to widening that part of Main Street extending from Pepperell Square to Factory Island under consideration and having made a survey of the premises on that portion of the s street above referred to are of the opinion that the prayer of petitioners should be granted and the better to secure the desired object would recommend.
1st. The purchase of the Daniel Cleaves lot so called and the Luques lot, provided they can be obtained on equtable terms.
2d That so soon as practicable, that portion of the street be surveyed and widened, as designed and set forth inthe petition.

April 6, 1868.

The Committee on Public property to whom was referred so much of the Mayors addrefs as relates to the Common have attended to the duties assigned them and make the following report.
We recommend that the Common be fenced with a rail and picket fence and a portion levelled and shade and ornamental Trees sett &c.
We further recommend the appropriation for these purposes the sum of Five Hundred Dollars.

April 15, 1868.

The Joint Standing Committee on Streets to whom was referred the Petition of Moses Lowell and one hundred and thirty-five others, representing that public convenience and necessity requires the widening of that portion of Main Street extending from Pepperell Square to Factory Island Bridge.
Submitted their report in substance as follows, to wit;
After giving several hearings to all parties and having heard their several testimonies, allegations and arguments and maturely considering the same, are of the opinion and do adjudge that the public convenience and necessity do require that said Main Street from Pepperell Square to Factory Island Bridge in the City of Saco should be widened.
And have laid out and widened said Street as follows;
Commencing at the West corner of the Stone Store in Saco on the corner of Main Street and Pepperell Square, and thence running South 57 degrees30' West acrofs lands of Frank Cleaves, Samuel M. Luques and Saco Water Power Company and thence acrofs the Easterly branch of the Saco River to the North corner of Cataract Block situated on Factory Island in said Saco, said line to be the Easterly line of said Street as hereby widened.
And estimated damages as follows.

Frank Cleaves	$1800.00
Samuel Luques	232.50
Saco Water Power Company	300.00

Ordered That authorizing the Mayor to hire of Saco Water Power Co. the building on Mill street for the use of the Fire Department came back from the Common Council as having been pafsed in concurrence.

II.

May 4, 1868.

Ordered That the Committee on Streets cause to be built under their direction a suitable wall and fill up with earth or other material the cavity on the South easterly side of Main Street near the bridge crossing Saco River to Factory Island caused by the removing of buildings, and the widening of said street, on petition of Moses Lowell and others.

Ordered The Common Council concuring therein that the Committee on Streets be instructed to examine the Bridge over Coles Brook on Boom Road, also the Bridge near B. T. Coles and estimate the expense of repairing the same.

June 1, 1868.

The Committee on Streets to whom the Petition of Cornelius Sweetser and others was referred for the building of a Side Walk from the Saco House to and by the premises of William H. Neal have attented to the duty assigned them and report that in our judgment the said Side walk should be built this season.

June 8, 1868.

Ordered That the Committee on Public Property be directed to proceed to fence the Common and otherwise improve the same in pursuance to the report of said committee made in April last.

July 6, 1868.

Petition of James Toole and others, representing that the culvert conducting the water from the North East side of Temple street to the river is insufficient in its capacity &c. was presented Read and referred to the committee on streets S.D.F.C. Common Council concurred, and refer to Committee on Sewers and Drains. S.u.

July 25, 1868.

The following order was introduced by Ald. Shaw to wit; -
Ordered That the Sidewalk or Foot way be built on the easterly side of Main Street in Highway District No. 4. in said City, from the Saco House to the Northerly line of William H. Neals lot; said sidewalk or footway to be built in front of Lots owned by Richard C. Thornton tenanted in part by Samuel T. Shannon. Estate of Charles G. Burleigh, Brewster S. Boulter, John L. Allen and Gardner L. Tofs lot of Nishworth Jordan and Luther Bryant lot and Stores and Shop of Moses Lowell. Lot store and Shop of William H Neal. Said sidewalk or foot way to be not lefs than eight feet wide and to be paved with hard burned paving brick with suitable curbstones, seven inches hammered face brick line inside, square hammered ends, strait broken line outside and built under the direction and to the approbation of the Committee of Streets; - And the several owners and tenants of the above lots are hereby required to build said side walk or footway in front of each of their lots, to the satisfaction and approbation of the Committee on Streets; And it is hereby further Ordered,- That the City of Saco assume and pay one half part of the cost of building said side walk or foot

II

July 25, 1868 (Continued).

way, thus built under said requirements in money to the owner or owners or tenants of said lots.
And it is further Ordered That if any owner or owners or tenant of either of said lots shall refuse or neglect to pave or cover such said walk or foot way to the satisfaction of said Committee for the space of twenty days after the owner or owners or the tenants of such lot shall have be required by the Commissioner of Streets, it shall then be the duty of said Commissioner to procure the same to be done, and that one half part of the expense thereof opposite and by the side of each lot be assessed to and collected of the several owners, or tenants of said lots according to the provisions of the Charter in suchcase made and provide.

Ordered That a side walk or foot way be built on the West side of Main Street in Highway District No. 4 in said City from the South side of Pleasant Street to the South side of Crofs Street. Also Flag stones be laid acrofs Pleasant Street, Thornton Avenue and Cutts Avenue. Said sidewalk or footway to be built in front of lots owned by James Beatty, Tracy Howes, John Johnstones Heirs, Mrs Sarah Whitten, John Q. Allen, Charles M. Littlefield, Ivory H. Towle, Augustus L. Seaman, City Hall, Thornton B. Cutts, Daniel Tunbury and Charles Hill and the Baptist Church Lot.
Said sidewalk or footway to be not lefs than eight feet wide and to be paved with hard burned brick with suitable curbstones, seven inches hammered face brick line inside, square hammered ends, straight broken line outside, and built under the direction and to the approbation of the Committee on Streets;-
And the several owners or tenants of the above lots are hereby required to build said sidewalk or footway in front of each of their lots, to the satisfaction and approbation of the Committee on Streets; and it is hereby further Ordered That the City of Saco assume and pay not lefs than one half part of the cost of building said sidewalk or footway, thus built under said requirements in money to the owners of tenants of said lots.
And it is further Ordered That if any owner or owners or tenants of either of said lots shall refuse or neglect to pave or cover such sidewalk or footway to the satisfaction of said Committee for the space of twenty days after the owner or owners or tenants of such lots shall have been required by the Commissioner of Streets it shall then be the duty of said Commissioner to procure the same to be done and that nor more than one half part of the expense thereof opposite and by the side of each lot be assessed to and collected of the several owners or tenants of said lots according to the provisions of the Charter in such case made and provided.

August 7, 1868.

..... new Street or Public way might be laid out for the use of the City of Saco beginning at a hub set in the groung by the side of Common Street between the Bartlett lot so called and land now owned by Elliot Sweetser and running a South westerly course about eighteen rods upon land reserved for a Street by the proprietors of the wharf as per the plan of the said proprietors dated the 3d day of August A. D. 1801.

Ordered That said Street with the boundaries and admeasurements of the same as laid out and reported by the Committee as aforesaid be and the same hereby accepted.

September 16, 1868.

Ordered That said Irving Street with the boundaries and admeasurements of the same as laid out and reported by the Committee as aforesaid be and the same is hereby accepted allowed and established as a Street or Public way for the sue of the City of Saco.

The Joint Standing Committee on Streets to whom was referred the Petition of Nathaniel Currier and thirty one others asking for the laying out of a new Street to be called Maple Street presented their report which was accepted and thereupon,-
Ordered That the said Maple Street with the boundaries and admeasurements of the same as laid out and reported by the Committee as aforesaid be and the same is hereby accepted, allowed and established as a Street or Public way for the use of the City of Saco.

Ordered That a Side walk of foot way be built on the Westerly side of Main Street in Highway District No 4 in said City from the North end of Cataract Bridge to the store occupied by George S. Lowell .. .. Said Sidewalk or Foot way to be not lefs than eight feet wide and to be paved with hard-burnt bricks withe suitable curbstones, seven inches hammered face brick line inside square hammered ends straight broken line inside.....

December 16, 1868.

The Committee on Streets to whom was referred the petition of Elliot Sweetser and Twenty one others praying that a new street or Public way might be laid our for the use of the City beginning at a hub set in the ground one and one half rods South Westerly of the south westerly corner of Isaac Deerings land, thence running Southerly over lands reserved by the Wharf Proprietors to the South end of Grays Court. submitted a report which was adverse. (see report on file).

February 24, 1869.

The Joint Standing Committee on Streets to whom was referred by the City Council on the seventy day of August 1868 the Petetion of of A. M. Leavitt and forty-two others praying that a new road or public way might be laid out for the use of the said City, Beginning at the terminus of the Town Road at the Salt Marsh near

II

February 24, 1869. (Continued)

the dwelling house of A. M. Leavitt thence in a Northerly direction either to widen and straighten the way as now traveled, or make a new location in part or the whole, to the Southwest side of line of Isaiah P. Milliken's field, thence by Millikens Mill to crofs the Railroad on the Millikens crofsing, thence move Northerly to the Old Orchard Road &c.....

Ordered That said road or way with the boundaries and admeasurements of the same, as laid out and reported by the Committee as aforesaid, be and the same is hereby accepted.

End of Book 7.

II

April 12, 1869.

To the City Council of the City of Saco:
Respectfully represent the undersigned legal voters in Saco, that public convenience and necessity require that Main Street in said city be widened upon that part of the street extending from Pepperell Square to Factory Island Bridge; and that the recent destruction by fire of the buildings upon said street between the points indicated make the present time the fitting opportunity for widening the street as herein set forth and respectfully request that it may be done immediately.
Saco, March 9, 1869.

April 13, 1869.

..... said committee are of the opinion and do adjudge that the public convenience and necessity do require that the said Main Street from Pepperell Square to Factory Island Bridge in the said City of Saco should be widened. .....
Commencing at the West Corner of the Stone Store so called in Saco, on the corner of Main Street and Pepperell Square, and thence running South 57 degrees 30" West acrofs lands of Frank Cleaves, Samuel W. Luques and Saco Water Power Company and thence acrofs the Easterly branch of Saco River to the North corner of Cataract Block so called sityated on Factory Island in said Saco, said line to be the Easterly line of said street as hereby widened.

May 3, 1869.

Committee on Sewers and Drains to whom was referred the bill of Elijah Smith for damage to his property said to have been caused by the flow of water over Temple Street, presented a report stating in substance that they had had an interview with Mr. Smith and others and that said Smith had agreed to withdraw his claim against the City if said City would cause to be built a sewer or Culvert acrofs Temple and Elm Streets &c. to his satisfaction.

May 10, 1869.

Order relative the Petition of John Gains and others for the widening of Front Street, came back from Common Council as having been paffed in concurrence.

August 2, 1869.

Ordered That the Commissioner of Roads and Streets of Highway District No. One be authorized to proceed under the direction of the Committee on Streets to repair the Coles Brook Bridge as contemplated in the Order of Appropriation for the same.

Following September 13, 1869. Conflict of Titles.

..... Beginning at a point on Common Street between the Bartlett Lot so called and land now owned by Elliot Sweetser and running South Westerly about eighteen rods to lands reserved for a street running from Wharf Street Southerly and parrallel with Common Street to other reserved lands now called Grays Court, new street to be located upon the land reserved by the

II

September 15, 1869 (Continued)

original proprietors for a street and to be four rods wide as per original reservation; and whereas said petition was referred by the City Council June 1, 1868. to the undersigned for them to consider and act upon therefore Notice is hereby given to all parties interested that the Joint Standing Committee of the City Council on Streets, will meet to hear the parties and view the proposed way on the fifteenth day of June 1868, at 2 o'clock in the afternoon at the house of Elliot Sweetser on Common Street in said Saco and will then and there proceed to determine and adjudge whether the public convenience requires said street or way to be laid out.

June 4, 1868.

....., beginning at a hub set in the ground by the side of Common Street between the Bartlett lot so called and land now owned by Elliot Sweetser and running a Southwesterly course about eighteen rods upon land reserved for a street by the proprietors of the Wharf as per the plan of said proprietors dated the 5th day of August A. D. 1801 and per vote of said proprietors March 27, 1804 have attended to that duty.....
..... And accordingly we proceeded to lay out and did lay out said new street or public way to be called Bartlett Street on the third day of July 1868, as follows, viz;- beginning at a hub set in the ground by the side of Common Street bearing North 70 degrees West 29 Rods and 2 links distant from the Northwest side of a stone placed in the ground at the Eastern corner of Noah Goodwins lot at the corner of Grays Court and Common Street, thence running South 19 degrees 31' West 18 Rods and to the Northerly line of a reserved street running from Wharf Street to Grays Court, so called. .....
Said Street pafses over land originally reserved by the Wharf proprietors for a four rod street; and we have considered and estimated no damages.....
Said owners to have the right to remove and take away any buildings, fences and trees from the land so taken, within Three months from and after the acceptance of said laying out by the City Council.

August 7, 1868.

We the undersigned citizens of Saco respectfully represent that the Mefsers A. H. Boyd, D. E. Somes, I. Baldwin, L Barns and N. P. Newall reserved a strip of land about 50 feet wide near Saco River for a Street calling it Irving Street for further particulars we refer you to a plan of their then estate now in your possession said Street commencing at a point by the side of Market Street about ninety four feet distant from the end of the side walk plank upon the Northerly end of the Somes Bridge and thence running a Northwesterly course or courses to or near the Culvert under the P. S. and P. Rail Road.

July 2, 1868.

..... And according we proceed to lay out and did lay out said street or public way to be called Irving Street, as follows, viz;- beginning at a hub on Market Street 84 ft 2 inches from the

II

July 2, 1868. (Continued)

South east side of wood abutment at the West corner of the North west end of the Somes Bridge and South 64 degrees West fifty feet distant from the West corner of James I. Bucks Stable, thence North 83 degrees West 59 Rods and 20 links, thence North 75 degrees 30' West 57 rods 12½ links to a reserved Street, called Depot street, this line is run for the South side line of said Street and the Northerly line is parrallel with this line and fifty feet distant.

.....

To the said A. H. Boyd the sum of one cent.
" " " D. E. Somes the sum of one cent.
" " " L. Barns the sum of one cent.
" " " William P. Newell the sum of one cent.
for the damages sustained by them respectively as aforesaid to be paid them by the City.

June 29, 1868

To the undersigned citizens of Saco respectfully represent that the Mefsrs A. H. Boyd, D. E. Somes, I. Baldwin L, Barnes and W. P. Newell reserved a strip of land about fifty four feet wide, near the North side of P. S. & P. Railroad and parallel therewith, calling it Maple Street in the City of Saco.....
We further represent that Thomas H. Hayes and Gideon Tucker Assignees Joseph T. Nye, Tristram, Samuel S. Dominicus Jordan and others to your petitioners unknown reserved another strip of land for a street which is a continuation of said Maple Street from Boom Road to the new County Road in said City.....

July 23, 1868

..... public way to be called Maple Street as follows, viz;- beginning at a Stone post standing by the side of Boom Road and a vacant house lot of James I. Buck thence running North 48 degrees East 60 rods and 5 links to a stone post on lands reserved by A. H. Boyd and others, thence South 42 degrees East 2 feet to a hub thence North 48 degrees East 54 rods and 11 links to a stone post by the side of the New County Road thence Southerly by the New County Road 50 feet to a stone post, thence South 48 degrees West 54 Rods 11 links to a hub thence South 42 degrees East 2 feet to a stone post, thence South 48 degrees 56 Rods and 4 links to an Iron rod set in the ground, thence South Easterly 17 feet and two inches to the North line of the P&P Railroad. The Northeasterly end of said street 54 Rods and 11 links in length is 50 feet wide the Southwesterly end 56 rods and 4 links is 54 feet wide.

II

June 13, 1870.

An Order by Alderman S. C. Libby relative to building a brick side walk on the North Westerly side of Main Street &c was read and laid on the table.

Paper from the Common Council to wit:-
Petition of Bradbury Seavey and forty five others asking for the straightening or laying out a Highway from Goose Fair Bridge to Daniel Toppans lane on the Ferry Road.
This petition came from the Common Council as having been accepted and referred to a Special Committee consisting of Councilmen Milliken, Howes and Chadbourne.

II

February 7, 1870.

Report of Committee on Streets, on Petition of Gilbert Berry and others.
The Committee to whom was referred the petition of Gilbert Berry and others, praying that a Public Highway be laid out from the Old Orchard Road to the Sea have attended to that duty and report that the line of the proposed highway for a considerable distance passes over a loose shifting sand, which will be expensive to build on and cannot be made permanent without constant attention. In view of these facts your committee think the public necessity is not so great as to justify so large an outlay as would be required to build the road. Therefore recommend that the petitioners have leave to withdraw.

The Committee to whom was referred the Memorial of Elijah Smith have had the subject under consideration and ask leave to report that in their opinion the City should take early measures to have the brook straightened from the Culvert on Elm Street acrofs Mrs. Sawyers land to the land of Asa Wentworth and that the rack should then removed from the Culvert on Temple Street. (Woodbury Brook?)

June 13, 1870.

Ordered That the Joine Standing Committee on Streets be and are hereby directed to inquire into the expediency of constructing a Side Walk or Foot way of concrete or other material on the Northerly side of North Street from the junction of Main and North Street to Saco Depot. Also to ascertain the probable expense of the proposed foot way and report at the next meeting of the City Council.

July 7, 1870.

The Committee who were directed to inquire into the cost and expediency of constructing a Side walk or Foot way on the North Easterly side of North Street from its intersection with Main Street to the Depot. Report that they find the present walk in excellent condition to receive the concrete, there being a well compacted border of grafs on each side which will furnish a finish for the edges and hold them firmly. It will require but a small amount of grading.
The cost per Square yard will be 65 cents this is the lowest offer your committee has been able to obtain, the only difference in bids being Portland parties will agree to put it down four inches thick, while parties here say their rule is three inches, but will lay it thicker when necessity requires it.
The procefs of making and laying concrete is claimed to be protected by letters patent and the owners are carful not to bid against each other.
The distance from Main Street to the Depot is 178 rods, and a walk 8 feet wide will be equal in area to 2523 yds. which at 65 cts will cost $1640. one third of which may be assessed to the abutters, leaving for expense to the City of $1094.
The Committee would take the liberty to suggestthat the walk on

July 7, 1870.

the Southeasterly side of Main Street from Wm H. Neals up sadly needs repairs, and that there would be greater propriety in finishing Main Street the cost of concrete from Neals to North Street would be lefs than $500. and as there are many shade trees that line to obstruct the puting down of curb stones it might be an ar ument in favor of building a concrete walk.
If you should see fit to continue the brick side walk on the Northwesterly side of Main Street it could be finished to North Street for about $300. after taxing the abutters.

To the Hon. Mayor and Aldermen of Saco.
The undersigned would respectfully inform your Hon Board that they have constructed a New Drain on Middle Street say 775 feet in length 7 x 10 inches in the clear of wood at the request and to meet the wants of the abutters, on said Drain and Street and in accordance with the permission granted to us by an Order dated June 6, 1870.

Ordered That a Side walk or Foot way be built in the South Westerly side of Pepperell Square in Highway District No. 4, in said City from Main Street beginning at the West Corner of William H. Doerings building to the crossing from said South Westerly side of Pepperell Square to the Post Office. Said Side walk or Foot way to be built in front of lots owned or occupied William H. Doering, John Tounge and Saco Water Power Company.
Said Side walk or Foot way to be not lefs than eight feet wide and to be paved with hard burned paving brick, with suitable curbstones, seven inches hammered face, brickline in side, square hammered ends straight broken line out side and built under the direction and to the approbation of the committee on streets;-
And the several owners and tenants of the above lots, are hereby required to build said sidewalk or foot way in front of each of their lots, to the satisfaction and approbation of the committee on Streets; and it is hereby further Ordered - That the City of Saco assume and pay one half part of the cost of building said side walk or foot way.....

Ordered That a Side walk or Foot way be built on the Easterly side of Main Street in Highway District No. 4, in said City from the lot of William H. Nealto Beach Street. Said side walk or foot way to built in front of lots owned or occupied by heirs of Cyrus King, Francis Rice, Sarah P. Moulton, Cornelius Sweetser, John E. Sweetser, Charles Dummer, Jeremiah Mason, J. E. L. Kimball, John A. Berry, E. F. Hamilton, Cornelius, Sweetser, Charles Patton and A. P. Chisholm.
Said Side walk of Foot way to be not lefs than eight feet wide and to be paved with good concrete pavement and built under the direction and to the approbation of the Committee on Streets;-
And the several owners and tenants of the above lots are hereby required to build said side-walk or foot-way in front of each of their lots, to the satisfaction approbation of the Committee on Streets; and it is hereby further Ordered - That the City of Saco assume and pay two thirds of the cost of building said Side walk of Foot-way..... Passed.

Ordered That a side walk or footway be built on the Westerly side of Main Street in Highway District No. 4. in said City from Crofs to North Street.

July 7, 1870. (Continued).

Said side walk or footway to be built in front of lots owned by Copy. William F. Pike, Elizabeth Moody, Heirs of James Patton Joseph . Burrows, James M. Burbank and Heirs of Nye Estate. Said sidewalk or footway to be not less than eight feet wide and to be paved with hard burnt paving bricks with suitable curbstones seven inches hammered face brick line inside square hammered ends straight broken line out side and built under the direction and to the approbation of the Committee on Streets;- And the several owners and tenants of the above lots, are hereby required to build said walk or footway in front of each of their lots to the satisfaction and approbation of the Committee on Streets;- and it is hereby further Ordered - That the City of Saco assume and pay two thirds of the cost of building said sidewalk or footway.....

July 13, 1870.

Ordered That the Committee on Public Property be instructed to make such improvement on the Public Common as in their judgment seems fitting and necessary to be made not exceeding the appropriation.

Report on Committee on Streets relative to the building of concrete sidewalk on North Street came back from the Common Council as having been accepted in concurrence.

August 7, 1869

..... Proceeded to straighten and widen said Berry Road or public way, as follows to wit; Beginning at a point on Boom Road bearing S. 55 degrees 20' W distant 4 rods from the middle of the front door of Arthur Hansoms House. Thence N 20 Degrees 40' W 8 rods 14 links to a point bearing S79 Degrees W. distant 1 rod 13 links from an iron rod set in the ground, thence N. 6 degrees 20' E 51 rods 20½ links to a point bearing N 71 degrees 20' E. distant 1 rod 16½ links from an iron rod set in the ground, thence N 42 degrees 40' W. 84 rods 2½ links to a point bearing S 54 degrees W from an iron rod set in the ground 1 rod 1 links distant therefrom; thence N 30 degrees 36' . 72 rods 5 links to a point opposite a corner post or bounds of the Great Lot (so called) and bearing S 59 degrees 24' W. from an iron rod set in the ground 1 rod 12½ links distant therefrom said rod being near the S. E. side of the road leading to Gilbert Berry's house; said line being the centre of said road and said road to be three rods wide in every part; and said iron rods are placed at the angles of the side lines of said road, with the exception of the last, which is set at a right angle with the road lin or centre.

December 5, 1870.

Report of Committee on Streets to whom was referred the Petition of Stephen Watson and twenty seven others praying that a new location or alteration be made in the public way in said City between Stephen Watsons dwelling house and the Watson Saw mill commencing a some point on the North side of the Nonsuch Bridge and running to some suitable point in the middle of the road near Stephen Watsons house or any other alteration that may be proper.

II

September 5, 1870.

Petition of Loren Fox and others asking for the lengthening and r aising of the Goose Fair Bridge on the Portland Road, was read and referred to the Committee on Streets.

II

December 7, 1870 (Continued)

Said Committee submitted a report in substance as follows, - That Public convenience and necessity required that a new location be made as proposed and did lay out a new location as prayed for and submitted the boundaries and admeasurements of same. see report on file.
Said report was read and accepted.

May 15, 1871.

The Committee on Streets to whom was referred the Petition of Alex McD. Allen and others for the laying out of a new Street or way beginning at the main road opposite the Old Orchard House and passing over lands Ebenezer C. Staples and Bradbury Seavey to Old Orchard Beach;
Submitted their report in substance that they had attended to the duty assigned them by giving due and legal notice to all parties interested therein and had personally examined the way proposed and thereupon determined and adjudged that the Public convience and necessities of the City required that a new Street or way should be laid out as prayed for and did lay out said Street as follows; viz; - Beginning at a point on the easterly side line of the Old Orchard Road at the North corner of Ebenezer C. Staples field, thence running South 41 degrees 15' East 76 Rods ofto high water mark, the above described line being the centre of said road and said road to be Six Rods wide in each and every part.....

The same is hereby accepted.....

June 5, 1871.

The Joint Standing Committee on Streets to whom was referred the Petition of Arthur B. Haines, and others for the extension of Hill Street to Market Street, submitted their report..... did lay out said street as follows. Beginning at the South corner of Arthur B. Haines field at the junctin of Hill and Water Streets thence S 43 degrees 30' W. 47 feet abrofs Water Street to a hub set in the ground in the North corner of C. Sweetsers lot No. "126" on plan of the Somesville lots, thence S 39 degrees W 131 feet to a hub set in the ground on the North side line of Market Street and in the West corner of Charles Hills lot numbered "131" on plan aforesaid. The above mentioned line to be the South East side line of said street. .....

Ordered That a Side walk or footway be built on the Westerly side of Maine Street in highway District NO.4 in said City from Crofs Street to North Street said side walk or footway to be built in front of lots owned by Capt William E. Pike, Mifs Elizabeth Moody, heirs of James D Patten Jos W. Burrows, James M. Barbank and Mifs E. Nye. Said sidewalk or foot way to be not lefs than eight feet wide and paved with good concrete and built under the direction and to the approbation of the Committee on Streets. And the several owners and tenants of the above lots are hereby required to build said sidewalk or footway in front of each of their lots to the satisfacti n and approbation of the C mmittee on Streets and it is hereby further Ordered that the City of Saco assume and pay two thirds of the cost of building said side walk .....

June 5, 1871.

The Joint Standing Committee on Streets to whom was referred the Petition of Ira H. Fofs and others for the purchase of a part of land owned by the Saco and Biddeford Savings Institution at the junction of Main and Cooch Streets on Factory Island for the purpose of improving the public highway &c have had the matter under consideration and are of the opinion that public convenience and necessity require that the prayer of the Petitioners be granted and we recommend that said prayer be granted.

July 3, 1871.

Ordered That the Street Commissioner of Highway District Number 4, be and is hereby authorized and directed to proceed at once to build a Side walk on the South West side of Pepperell Square in front of lots occupied by Roscoe G. Lane, John Tounge, Russell S. Boulter, Gould and Day, and John H. Ripley in accordance with order passed last year.

Ordered That a side walk or foot way be laid on the South East side of Main Street in highway district number 4, in the City of Saco from the bridge leading on to Cutts Island to the North Easterly corner of Stillman Gurney's Store lot.
Said sidewalk or footway to be built in front of lots owned or occupied by Charles Hill, Saco Water Power Company, Samuel W.Lugues and Stillman Gurney. Said sidewalk or foot way to be paved with hard burned paving brick with suitable curbstones seven inches hammered face brick line inside square hammered ends, straight broken line outside and built under the direction and to the approbation of the Committee on Streets: And the several owners and tenants of the above lotsare hereby required to build said side walk or footway in front of each of their lots to the satisfaction and approbation of the Committee on Streets. And it is hereby further Ordered that the City of Saco assume and pay one half part of the cost of building said side walk or foot way thus built under said requirement in money to the owners of tenants of said lots.
And it is further Ordered That if any owner or owners or tenants of either of said lots shall refuse or neglect to pave or cover such side walk or foot way to the satisfaction of said Committee, for the space of twenty days after the owner or owners or the tenants of such lots shall have been required by the Commissioner of Streets it shall then be the duty of said Commissioner to procure the same to be done and that one half part of the expense thereof opposite and by the side of each lot be assessed to and collected of the several owners or tenants of said lots according to the provisions of the Charter in such case made and provided.

July 17, 1871.

Petition of William Littlefield and others representing that public convenience and necessity require that North Street be widened from Main Street to Elm Street.

Ordered That the Commissioners of Roads and Streets in Highway District No. 3 be authorized and instructed to proceed forthwith to grade and gravel the street leading from opposite the Old Orchard House to the Beach, commencing at Charles Gorhams Hotel and running to high water mark and to be not lefs than two rods wide the expense of the same to be paid from the contingent fund.

August 7, 1871.

Ordered That the Joint Standing Committee on Streets be authorized and instructed to negotiate with Eunice Nye and others for the use of a portion of land at the corner of Main and North Streets now occupied as a sidewalk.

September 4, 1871.

Alderman Howes from the Committee on Streets to whom was referred the Petition of William Littlefield and others asking for the widening of North Street from Main Street to Elm Street, made a verbal report and submitted the following, to wit;-

"Saco Maine August 16, 1871.

This will certify that I will permit the City of Saco to use for a road way and sidewalk without charge the corner of land on Main Street and North Street not exceeding six feet from the corner Westward and not to exceed Fifteen feet on the line of Main and North Streets until a sale of said property may be effected and the City shall gain no right to the property by this agreement only as herein provided.

(Signed) Eunice C. Nye.

September 11, 1871.

The undersigned Joint Standing Committee on Streets to whom was referred by the City Council on the seventh day of August eighteen hundred sixty-eight the petition of A. M. Leavitt and forty two others praying that a new street or public way might be laid out for the use of said City, Beginning at the terminus of the Town Road at the Salt Marsh near the dwelling of the said A. M. Leavitt thence in a northerly direction either to widen and straighten the way as now travelled or make a new location in part or the whole to the southeast side line of Isaiah P. Milliken's crossing thence more Northerly to the Old Orchard Road so called or near where a travelled way now intersects said road..... ..... And accordingly we proceeded to lay out and did lay out s. said new street or public way, November 17 th and 20th 1868, and January 16, 1869 as follows, viz:- beginning at a hub in the ground South 8 degrees West 9 Rods distant from the South side of an Elm Tree standing on land of Alvin Googins, thence North 21 degrees 30' West 99 Rods 21 links over land of Alexander M. Leavitt, Alvin Googins and Thomas Googins, thence North 12 degrees 24' West 90 Rods 12 links over land of Thomas and Alvin Googins to a hub set in the ground one and one half rods Northeasterly from a stone ledge marked; thence North 21 degrees 30' West 152 rods 14 links over land of William B. Googins to the Blue Point Road acrofs said road over lands of Jane Googins and Francis Milliken, Thence North 20 degrees 30' West 104 rods 6 links over lands of Isiah P. Milliken thence 17 degrees 30' West 7 rods 10½ links to a hub setin the ground opposite the North corner of Michael N Millikens Brick House thence North 29 degrees 10' West 34 rods 4 links thence North 60 degrees 55' West 18 rods 5 links over said Michael N. Millikens land to a hub in the ground 1½ rods North Easterly from a post by the P. S. & P. Railroad at Millikens Crossing. On the last courses the road touches on land of John A. Larrabee 31 rods 10 links, thence North 56 degrees 45' West 3 rods 23 links acrofs the P. S. & P. Railroad, thence North 46 degrees 25 ' West 6 rods 10 links. thence South 75 degrees 30' West, 39 rods 21 links,

September 11, 1871. (Continued)

thence South 60 degrees 45' West 105 rods 9 links over land of Benj min Milliken, Heirs of Ira H Fofs and Joseph F. Carter, thence South 89 degrees 30' West 50 rods 1 link over land of said Joseph F. Carter and Asa Harmon to the road leading past the Dyer School House to the Old Orchard Beach; - said line is the centre of said road, which road is to be three rods in width in each and every part excepting at the hub in t e ground opposite Michael H Milliken brick house where it is two and one half rods in width gradually increasing its width to three rods.

Following September 11, 1871 (February 24, 1869.)

The forgoing report was read and accepted and thereupon Ordered Th t said Road or way with the boundaries a d admeasurements.o the same as laid out and reported by the Com ittee as aforesaid, be and the same is hereby accepted, allowed and established as a road or public way, for t euse o the City of Saco.

November 25, 1870..

..... a n w location or alt ration be made in the public way in said City between Stephen Watsons dwelling house and tson Saw mill commencing at some point on the North side of the Monsuch Bridge and running to some suitable point in the middle of the road ne r Stephen Watson's house or any other alt ration that may be proper..... Accordingly we proceeded to lay out and did lay out said new road or public way as follows, viz; beginning at a point on the Northerly side line of the Watson Mill Road so called bearing South 79 degrees East distant eight rods sixte n links from t e centre of an Elm Tree standing in the Westerly corner of Stephen Watsons field and near the Southerly corner of said Wats ns dwelling house; thence running South 75 degrees 45' East nine rods, ten and one h lf links or to a point where the said line will intersect with the Northerly side line of the Watson Mill Road. (Made in 1872.)

December 4, 1871.

The Joint Standing Committee on Str ets to whom was referred the Petition of James Beatty and others praying that a new Street might be laid beginning at the Buxton Road and extending to a street (accepted by the Town of Saco s me fifteen y ars ince) leading past the Tannery of James Beatty & Co. submitted their report stating in substance that they h d attended to the duty assigned gave due and legal notice to all parties interested therein of the time and place where they would meet to view the proposed way by causing notices thereof to be posted up in three public and conspicuous places within the City of Saco and having met pursuant to said public notices at the machine Shop of A. H. Gilman at or near the place of beginning on the 14th day of October A. C. 1871 and having personally examined the way proposed and heard all the parties int rested therein said Committee did determine and adjudge that public convenience and n ce sity required that a new street should be laid out as prayed for and accordingly we did lay out said street to be called Sawyer Street.

II

December 4, 1871.

Ordered That the Street leading from Seamans Street in to James Beatty & Co's Tannery, known as "Hull Street be hereafter known as Mechanic Street.

December 26, 1871.

The Joint Standing Committee on Streets to whom was referred the Petition of Columbus S. Boothby and others praying that a new Road might be laid out beginning at or near the point where the Old Mill Road (called the Shadagee Road) strikes the farm of George F. and Columbus S. Boothby and running thence over the land of said Boothby's to the New County Road, submitted their report together with the laying out of the way prayed for, which was accepted and adopted as a street or Public way for the City of Saco.

Ordered That so much of the Old Mill or Shadagee Road leading from the New County Road past the house of Geo. F. and Columbus S. Boothby as shall be superseded and rendered unnecessary by the road recently laid out and accepted by the City on Petition of said Columbus S. Boothby and others, be and hereby discontinued.

End of Book 8.

April 15, 1872.

Petition of Elijah Smith and 45 others asking that the bed of the brook leading from Temple Street Bridge to the lower side of Elm Street be changed, &c.

May 6, 1872.

Ordered That the sum of Two Hundred dollars be paid Messrs Wallace Brothers in full for land taken by the extension of Hill Street to Market Street, and that so much of the extension of said Hill Street be discontinued, as id North Westerly of a line extending from the North Westerly corner of Hill Street to Market Street at the junction of said Market St. of lots No. 128 and 130 on a map of house lots surveyed and drawn by F. P. Morgan and formerly owned by Amon H. Boyd and others.....

Ordered That the name of the street leading from the corner of Water and Elm Street commonly called the Boom Road, River Road, Water Street, &c be exchanged to Lincoln Street.....

June 3, 1872.

Ordered That the Committee on Streets be and hereby are authorized to expend for the purposes contemplated by the City Council the following appropriations or such part of them as may be necessary to do the proposed work, viz;-

Goose Fare Culvert	$450.00
Road at Ferry Beach	250.00
Boom Road	300.00
Milliken Mill Road	175.00
Sawyer Street	300.00
Watson Hill	250.00
Hill Street	500.00

July 31, 1872.

Return of Old Orchard Street.
(Petition to Alex. McD. Allen & 25 others)

"We the subscribers citizens of Saco and vicinity respectfully petition the Mayor, Aldermen and Councilmen of said Saco in Council assembled, as follows, to wit;- Whereas Old Orchard Beach is destined, judging by statiscal facts and figures and the immense and rapid increase in accommodation to become a Summer resort second to none in the country if the said City of Saco provide proper roads and streets and furnish the necessary conveniences hereafter mentioned.....

..... Beginning at a point at the north corner of Ebenezer C. Staples field, thence running South 41 degrees 15' East 78 rods or to High Water Mark.

October 7, 1872.

Ordered That the Commissioner of Streets in Highway District No. 4, be authorized and directed under the direction of the Committee on Sewers and Drains to proceed to make what changes

October 7, 1872 (Continued)

may be necessary in th Brook called the Woodbury Brook.....

November 11, 1872.

Return of Extension of Pleasant Street.
Cityof Saco.

..... And accordingly we proceeded to lay out and did lay out said new street of public way to form an extension of Pleasant Street, as follows, Viz;- beginning at a point on the North East side line of Spring Street four hundred five feet nine inches (405 feet 9 inches) from the Northwest side line of Lincoln Street at the intersection of said Spring and Lincoln Streets: thence North 42 degrees 5' West three hundred seventy six feet (376 feet) or to land belonging to the heirs of the late James Littlefield.....

The Mayor read two communications from Francis Chase Esq. Superintendent of the P. S. & P. Railroad relative to the crossing of said Railroad on the Portland Road near Goose Fair Brook.

Thereupon the following order was submitted, to wit;-

Ordered That the City Solicitor be instructed to petition the County Commissioners for York County to alter the highway on Portland Road so called, commencing at the bridge over Goose Fair Brook and running Westerly of the present highway to and under the location of the Portland, Saco and Portsmouth Railroad to that portion of said highway which is Northerly of said Railroad, and discontinue such portions of the present highway as may not be hereafter needed.

The Order authorizing the Commissioner of Highway District No. 4, to proceed to make what changes may be necessary in the Woodbury Brook.....

December 2, 1872.

A communication was read from the County Commissioners in reply to the petition from the City Solicitors praying for an alteration of the Portland Road near Goose Fair Brook, Said Commissioners fix the time for View and hearing on said Petition December 30, 1872 at 10 o'clock A. M. at the City Hall.

March 3, 1873.

When said owners had changed their opinion and were willing to donate the land the City was committed to the plan of carrying the Highway under the P. S. & P. Railroad at the Crossing of the Portland Road near Goose Fair Brook.

April 7, 1873.

Ordered That the Committee on Streets be authorized to rebuild the Springs Island Bridge in the City of Saco.

October 7, 1872.

Ordered That so much of the appropriation for the Old Orchard Street as may be required to complete the changes to be made in the Woodbury Brook Culvert, be transferred to the Sewer and Drain appropriation, and that all orders in conflict with this be hereby repealed.

April 7, 1875.

Ordered That the Committee on Streets be and are hereby authorized to confer with the Biddeford City Government in regard to building Springs Bridge.

Ordered That a Side Walk or Foot way be b ilt on the North Westerly side of Main Street in Highway District No 4, in the City of Saco from the Westerly end of Calef Block to Beach Street. Said Sidewalk or footway to be built in front of lots owned by the Boston and Maine Railroad Company and the Saco and Biddeford Savings Institution. Said Sidewalk or Footway to be not lefs than eight feet wide and to be paved with brick or concrete and furnished with suitable curbstone s seven inches hammered face, brick line inside square hammered ends, straight broken line outside and built under the direction and to the approbation of the Committee on Streets.

Ordered That a Sidwalk or footway be built on the Westerly side of Pleasant Street in Highway District No. 4, in the City of Saco, from Main Street to the land of Ephraim Lord on said Pleasant Street. Said sidewalk or fo tway to be built on front of lots owned by Dorrance Littlefield, and Rishworth Jordan and occupied by Luther A. Cheney and Oren F. Carpenter and lot owned by Gilbert Berry, occu by himself and John Hearn and lot owned by the heirs of the late John Chadwick and the lot on which stands the Episcopal Church.

May 5, 1873.

Ordered That a Side walk or footway be built on the Westerly side of Thornton Avenue in Highway District No. 4 in the City of Saco from Main Street to Elm Street excepting so much of said sidewalk as is already covered with concrete.

Ordered That a side walk or foot way be built on both sides of Cutts Avenue in Highway District No. 4, in the City of Saco from Main Street to Elm Street excepting so much of said sidewalk as is already paved with brick.

Ordered That a side walk or footway be built on the Easterly side of North Street in Highway District No. 4, in said City from the corner of North and Elm Streets to the easterly side of Union Street.

May 5, 1873.

Ordered That a Side walk or Foot way be built on the Southwest side of Storer Street in Highway Dist. No. 4, in said City from the Junction of the same with Elm Street to the Junction of the same with Main Street.

May 19, 1873.

Return of the Extension of Spring Street. .....
Viz:- beginning at the terminus and center of Spring Street as now located at a point 33 feet North westerly from an iron rod placed in the ground in the line between the Parkman and Nye pastures thence running North 48 degrees East 1383 feet 4 inches to a point 49½ feet from an iron rod placed in the ground by the Westerly side line of North Street. said line making an angle with that portion of Spring Street as laid out May 29, 1854, (as per iron rods) of 179 degrees 55'; the distance on the North west side line is 1347 feet 6 inches to the above mentioned iron rod: and on the South east side line is 1283 feet 8 inches to a point 15 feet 6 inches (by the continuation of said said line) from North Street: thence at right angles 23 feet 1 inch to a point on North Street 108 feet 10 inches from the iron rod aforesaid,"as per plan of the land Southerly of the P. S. & P. Railroad belonging to Charles A. Nye and Sisters 1863" in possession of the City of Saco. .....

Ordered That a Sidewalk or foot way be built on the Westerly side of Beach Street in Highway District No. 4 in said City from the Southerly sideof Main Street where Beach Street intersects with Main Street to the gate of Laur el Hill Cemetery.

July 7 Ordered That the Committee on Streets cause to be surveyed the "Old T for turn Road" from the Sea to the line of the recent purchase of the Camp Meeting Association that the bounds thereof may be properly defined with a view to place the crossing to be built by the Boston and Maine Railroad in the right place and that said committee be instructed to have said crossing built as early as practicable. Report placed on file.

Ordered That the name of the road leading from the P. S. & P. Railroad to the town line, or covered bridge on said road known as the New County Road be changed to Bradley Street, and one or more Street signs be erected thereon.

August 4, 1873.

Ordered That the Street Commissioner of District No 4, be authorized and directed to construct a Crofs Walks as follows, to wit;- A walk from the Northeast side of Crofs Street to the Southeast side fo Main Street, Also a walk from the Northeast side of Cutts Avenue to the Southeast side of said Main Street; Also that the granite blocks now lying in the jail yard be used in the construction of said walks. (said blocks being a part of the old Jail Cells)

October 6, 1873.

II

October 6, 1873.

Ordered That the Street leading from Buxton Road to Bradley Street known as Tuttle Street, be hereafter known as Franklin Street, and that one or more Street signs be placed on said street.

Return of Prospect Street. ..... beginning at a point on the Northeast side line of Lincoln Street eighty seven feet distant from the most Southerly corner of the stone under pinning of Marston and Seavys house, thence North 47 degrees 30' East three hundred and eighty feet or to Pleasant Street. . ...

Return of Sawyer Street. ..... Viz;- beginning at an iron hub set in the ground on the North east side line of the street leading by James Beatty & Co. Tannery said hub bearing South 56 degrees 55' West from the West corner of A. H. Gilmans Shop distant twenty feet two inches therefrom; thence running North 48 degrees 20' East 28 rods 8 links to an iron hub set in the ground on the Southwest side line of North Street. .....

Return of the extension of Green Street. ..... Viz;- beginning at an iron rod driven in the ground on the Northwest side of Spring Street, and in the East Corner of lot "No 55" now occupied by Cyrus Baker; thence North 41 degrees 40' West two hundred thirty nine and one half feet or to Prospect Street reference being made to the plans of the Parkman Pasture and the plan of land of David Tuxbury made by Dominicus Jordan in 1856 and 1858 said line to be South west side of said Street and said Street to be two rods wide in every part. (With this is presented a plan copied from the above named plans).

February 3, 1874.

Ordered That the Committee on Streets be directed to examine the Covered Bridge leading from Factory Island to Biddeford with a view of ascertaining if said bridge needs extensive repairs or re-building and if so, to confer with the authorities of Biddeford relative thereto and report at an early day.

April 6, 1874.

Ordered That the Street Commissioner for Highway District No Four be directed to carry into effect an order passed May 5th 1873 relating to concreting the side walk on the Southwesterly side of Storer Street also that he be directed to complete the Walk begun on the Northeasterly side of North Street.

Ordered That the Street Committee be authorized and directed to at once make arrangements for the rebuilding of Cooch Island Bridge and that said Committee be authorized to ascertain the cost of an Iron Bridge for said place, and report at our next meeting.

II

May 4, 1874.

The Committee on Streets to whom was referred the Petition of Phineas Libby and others for a Sidewalk on Bradley Street submitted their report stating in substance that said Sidewalk should be built and recommended that the Street Commissioner be directed to commence the work at an early day.

The Committee on Streets to whom was referred the Order for a Sidewalk on the North east side of North Street from the Westerly side of Main Street to the South easterly side of Elm Street, submitted their report recommending that the Order be so amended as to allow said walk to be built of concrete or brick and that said order as amended have a passage.

The Committee on Streets to whom was referred the Order for a Side walk on the South westerly side of North Street from Main To Beaman Street submitted their report recommending that said order be amended so as to allow the covering to be concrete or brick and that said walk be properly graded and curbstone set, and when settled and the appropriation for sidewalks will allow, that it be covered with concrete or brick.

The Committee on Streets to whom was referred the Petition of Charles Littlefield and others for a concrete Side walk on the South West side of Common Street submitted their report recommending that said walk be properly graded and edge stones set and when sufficiently settled it be covered with concrete or brick if the appropriation for side walks are sufficient.

The Committee on Streets to whom was referred the Petition of Nathaniel Currier and others for a side walk on Market Street and for other improvements made their report. Stating in substance that the request of the petitioners is reasonable and recommend that the street Commissioner give his early attention to the matter and if possible do all that is asked for.

The Committee on Streets to whom was referred the Petition of E. P. Morgan and others for a concrete walk on School Street submitted their report. Recommending that said walk be properly graded and curbstones set, and when solidly settled it be covered with concrete or brick, if the appropriation for side walks will allow of the same to be done, and they do not recommend that said sidewalk be extended beyond the Common.

Petition of Paul C. Sands and others representing that public convenience requires to be laid out and built from Main Street near the of David Barrows, and extending to the Old Orchard Road near Fresh Water Brook &c. (Not taken up this year. First mention of New O. O. Road (?).)

II

May 4, 1874.

Return - New Street at Old Orchard near Charles E. Gorham. ..... And accordingly we proceeded to lay out and did lay out said new street or public way, to be called ----- Street, as follows; viz;- beginning at the Northeast side line of Old Orchard Street at a point thirty-two feet three inches South Easterly from a stone placed in the ground at the South corner of the piazza of the Gorham House, and eighty five feet two inches North westerly from a stone placed in the ground at the South corner of Charles E. Gorham's lot; thence North 43 degrees 28' East(making an angle 94 degrees 40' with the South easterly portion of said Old orchard Street) passing said Gorham House four feet six and one half inches from the South corner and one foot eleven inches from the East corner of the underpinning of said house to the distance of Two Hundred thirty three feet six inchqs over land of said Charles E. Gorham; thence same course fifty-one feet seven inches overland of Francis Milliken; thence same course one hundred eighteen feet five inches partly on land of said Milliken and partly on land of Mrs Mary Whitten; thence same course ninety six feet partly on land of said Whitten and partly on land of E. C. Staples, (being lot numbered twelve on a plan of land of Geo H. Adams and Luther Bryant 1872) to Grove Street one hundred feet Southeasterly from the Boston and Maine Railroad location thence North 43 degrees 2' East making an angle to the left of 180degrees 36' three hundred eighty one feet six inches over lots numbered 13, 24, and 30 and Grove and Pine Streets as per plan aforesaid to a hub driven in the ground at the South corner of lot numbered one hundred twenty on plan of lots belonging to Lane & Cleaves and made by E. C. Staples May 20, 1873; said hub being one hundred feet Southeasterly from the Boston and Maine Railroad location.

June 1, 1874.

The Committee on Streets to whom was referred the Order directing them to ascertain the cost of an Iron Bridge between Factory Island and Gooch Island have attended to the duty assigned them and report that an Iron Bridge can be obtained and erected complete on the spot excepting the planking for Thirty-Six Hundred Dollars; a first class Wooden Bridge will Thirty-five Hundred Dollars. They recommend the building of an Iron Bridge. Read, accepted and adopted.

Ordered That the Committee on Streets be directed to ascertain wether or not the Boston and Maine Railroad Co. intend to complete the side walk taken up on the East side and West side of Main Street near the Cataract Bridge and if not the said Committee be empowered to complete the walks with good hard burnt brick with granite curbing.

II

June 1, 1874

Perambulation between the Town of Scarborough and the City of Saco, June 30, 1874.

Beginning at a stone at the North corner of Saco and the East corner of Scarborough by the Burton line having ascertained to our satisfation that the said monument was in its original place and thence running South forty three and one half degrees East to a stone on the North side of the road leading by George Merrill thence same course to a stone on the West side of the roads opposite Charles Libby's thence same course to a stone on the South side of the Burnham Road, thence same course to a stone at the six mile tree so called thence same course ninety six rods to a stone thence South forty six and one half degrees West forty eight rods to a stone thence South forty three and half degrees East to a stone on the South side of the Holmes Road, thence same course to a stone on the North west side of the Black Ash Road - thence same to a stone on the North side of the road leading by Jonathan Boothbys - thence same course to a stone on the North west side of the Post Road eigh rods and fifteen links Easterly from the East corner of Alvin Bryants house thence same course to a stone on the north side of the P. & P.S.R.R. thence same course to a stone on the North side of the Blue Point and Saco Road thence same course to the Patent ditch thence by said ditch South easterly to a stone on the Sea Wall.

II

July 6, 1874.

Saco respectfully represent that upon the petition and request of said City the road near Goose Fair Crossing was altered by the County Commissioners at their April session in 1873, That said alteration ought to be immediately made both to convene the great amount of public travel passing over it and to avoid the dangerous crossing over the Railroad now existing at that point, and they therefore pray you will take immediate measures to have the alteration made. (Not acted upon at once.)

Return of Dyer Street. ..... beginning at a point on the North westerly side line of Spring Street two hundred and thirty two feet and nine inches Southwesterly from the South west side line of Bradley Street at the East corner of the School House lot and thirty one feet and two inches Easterly from the upper part of the underpinning at the East corner of Freeman Sawyers house situated on lot No 55; thence North 41 degrees West Six Hundred and eighty two feet or to a reserved street by land of Heirs of Isreal Jacobs as per plan of Parkman Pasture made by Domicius Jordan A. D. 1856.

Return of New Street (by E. Files) ..... beginning at a point on the centre of a stone set in the ground on the North east side line of Bradley Street, four hundred fifty seven feet nine and one half inches North westerly from the South corner of lot No 2 and of the field formerly owned by Charles Hill and four hundred sixty nine feet two and one half inches South easterly from the West corner of the field aforesaid; thence North 47 degrees 30 East seven hundred ninety six feet nine inches to an iron rod driven in the ground at the North easterly side line of lots numbered 16 and 17 extended; reference being made to a plan of land of Charles Hill situated between Bradley Street and the Old Mill Road in Saco, by D. Jordan May 1860.

August 3, 1874.

The undersigned Joint Standing Committee on Streets to whom was referred by the City Council on the twentieth day of July 1874 the petition of Israel Luce and others praying that a new street or public way might be laid out for the use of said City beginning at a point at the Angle in the "T for Turn Road at Old Orchard near a lot of land owned by Albert H. Gilman and extending in a South Easterly direction on or near the line between the Alexander Googins Estate and lands of the Camp Meeting and Camp Comfort Associations to "High Water Mark".

..... beginning at a point at or near "High Water Mark 25 feet North Westerly from a point of rock at the East corner of the Main rock of Googins Rocks so called and thirty feet from the North east face of the main rock aforesaid thence North 41 degrees 15 West 745 feet to land of Boston and Maine Railroad Co. thence ninety two feet over said Railroad Co. land to the centre of Main track of said Railroad; thence same course seventy nine feet acrofs said Railroad Co. land to land of Old Orchard Beach Association; thence same course seven hundred fifty seven feet or

II August 5, 1874 (Continued)

to a point where it would intersect with the South East side line of Third Street extended as shown on a plan of lands of Orchard Beach Camp Meeting Association. Said Street being the South East portion of "Union Avenue" as represented on plan of lands of Old Orchard Beach Association, Said line being the centre of said Street and the said Street to be fifty feet wide in each and every part.

September 7, 1874.

The Committee on Streets to whom was referred the Petition of Charles Hill and others relative to chages of location of highway near Goose Fair Brook have attended to the duty assigned and herewith report; That in their judgment the prayers of the petitioners must be granted but as the request reached us after the appropriations for this year had been made we find no funds in the Treasury therewith to do the work and do not feel it our duty to recommend an increase of the City Debt therefor. We therefore recommend the reference of the matter to the next City Government. Stating that they are authorized by the Attorney of the Railroad Co. to say that the Co. will pay an amount not exceeding Thirteen Hundred Dollars toward the building of the road under their track.

The Mayor made a verbal statement relative to the building of the Gooch Island Bridge asking for authority to build a wooden Bridge instead of an Iron one.
Thereupon the following order was introduced to wit;-
Ordered that the Committee on Streets be and are hereby authorized to build a Wooden Bridge instead of an Iron Bridge from Cutts Island toward Gooch with the same authority as heretofore given for the construction of an Iron Bridge in the same place.

End of Book 9

January 4, 1875.

The Committee on Streets to whom was referred the petition of Paul C. Sands and others asking for a new Street from Main Street to the Old Orchard Road have been over the proposed Street twice and report That a new road to Old Orchard Beach (which this would be) is very desirable and in their judgment this is the most feasible route but the appropriations for this year would not admit of doing anything in the matter this season.

..... The Committee also found a piece of Street between the Easterly end of the Common Street and the Westerly terminus of James Street of which the City has no record.
They caused the same to be surveyed and refer to plan of same herewith presented; also to plan of whole length of Westerly side of Common Street.

Ordered That the New Street built this year fro Spring Street, Bartlett with Bradley Street West of the New School House extending to a reserved Street on land of Heirs of Isreal Jacobs be called in memory of our late Mayor (Hon. Oliver Dyer) "Dyer Street".

May 5, 1875.

..... Side walk on Boom Road.....

July 7, 1875.

Return of Forsskol Street, Report. ..... a new Street or public way might be laid out for the use of said City beginning at Wharf Street and extending to Grays Court.....
..... Viz;- beginning at the point on the Southeast side line of Wharf Street nine and one half inches in side the Southwest wall of Isaac N. Deerings house situated on said Wharf Street and numbered "twelve" and four feet eight inches Southerly from the West corner of the underpinning of said house, and twelve inches Northeasterly from an iron rod placed in the ground at a point two and one half inches from the face and four feet eight inches from the West corner of the brick underpinning of said Isaac N. Deerings house (aforesaid) thence South 70 degrees 57' East three hundred ninety six feet to an iron rod placed in the ground at the terminus of the Northwest side line of Bratlett Street; thence same course sixty six feet to an iron rod placed in the ground at the termination of the South east side line of said Bartlett Street, Said line being the North easterly side line of said Street and said Street to be three rods wide in each and every part.

September 6, 1875.

Return of Union Avenue. ..... The road near Old Orchard known as the "T for Turn Road" be straightened and the boundaries thereof determined from a point near the house of Hiram Fofs to the top of the hill where the road from the Sea terminates,(which was located last year). ..... said street or public way to be called Union Avenue, as follows, Viz;- beginning at a point at the South east side line of 3d Street extending at the

September 6, 1875 (Continued)

termination of that portion of Union Avenue which was accepted by the City of Saco August 3d 1874 thence North 41 degrees 19' West, it being a continuation of the same straight line of the preceeding location, the difference in the bearing being in consequence of the declination of the magnetic needle since the date of that survey) nineteen hundred and seventy eight feet or to Old Orchard road., said line being the centre of said Avenue and said Avenue to be fifty feet wide in each and every part, with the exception as follows, to wit;-
The North easterly side line of said Avenue deviates from a straight line beginning at the North westerly corner of the Orchard Beach Camp Meeting Association land with an included Angle of 131 degrees 58'. thence four hundred twelve feet to an iron rod driven in the ground at a distance of twenty feet from the North westerly corner of Deerlin and Googins lots at which point the said Avenue is fifty eight feet ten inches in width and from said iron rod it is continued with a curve with a radius equal to sixteen feet to an iron rod driven in the ground in the South east side line of Old Orchard road twenty feet from the aforementioned corner of Dearing and Googins lot.
An iron rod is also driven on the South west side line of said Avenue at its junction with the South east side line of Old Orchard road.
For more particular description, see plan which accompanies this return, or report.

October 4, 1875.
The Committee on Streets to whom was referred the petition of Jos. C. Dearing and others for the defining the boundaries of Common Street..... found a piece of Road between the junction of Common Street and Greys Court and James Street Seventy feet and two inches long in the centre which had never been laid out and accepted by the town or city. They caused the same to be surveyed and refer to the notes and plan of the surveyor accompaning this report. The Committee recommend the acceptance of this piece of road as the continuation of Common Street to James Street. .....
From Wharf Street to Pepperell Square the original line of the Street by the return thereof if insisted upon would cause the removal of every building save one and every fence on the Westerly side. The Committee have caused a new line to be run between Wharf Street and Pepperell Square which line has been agreed to by all the abutters. Your Committee recommend that this line be accepted by the City Council as the line of the Westerly side of said Common Street between Wharf Street and Pepperell Square.....

December 6, ~~1874~~ 1875

Ordered That the road leading from the Portland Road by the house of Cyrus Libby be known hereafter as "Moody Court" and that there be one or more signs erected on said road.

Ordered That the Committee on Sewers and Drains be instructed to inquire into the expediency of constructing a Sewer from some point on the Westerly side of Elm Street and running

December 6, 1875. (Continued)

through Free Street to the river.

March 6, 1876

The Committee on Streets to whom was referred the Petition of Charles Hill and others which came over from last years Council relative to change of the Highway near the P. S. & P. Railroad Crossing on the Portland Road submit the following report. The proposed change carries the Highway under the P. S. & P. Railroad. That Railroad Co. agreed to share the expense thereof to the amount of Thirteen Hundred Dollars. The chairman of your Committee had an interview with the manager of said Railroad early in the past Summer to ascertain if the Company still hold to the agreement and if they were ready to commence the work. The managers stated that while the Railroad Company would not repudiate their promise yet most decidedly refused to do any thing this year. In view of this condition of things and also of the fact that no appropriation had been made for this work Your Committee concluded that no action should be taken during this year.

April 3, 1876.

Ordered That the side walk or footway on the North side of High Street from Common to Beech Street have curb stones set with seven inch face, straight broken line in side and outside, with square hammered ends said sidewalk or footway to be seven feet wide, graded and gravled and done under the direction and to the approbation of the Committee on Streets.

A Notice from the County Commissioners on petition of Loren Fofs and others relative to carrying the road under the P. S. & P. Railroad on the Portland Road was read. Thereupon Alderman Bradbury offered the following Resolve, to wit;-
Resolved That the City Council of Saco deems the alteration of the Portland road in Saco near the P. S. & P. Railroad crossing to be inexpedient and petitions that the County Commissioners may not appoint an Agent to carry said alteration into effect and the City Solicitor is hereby instructed to present the views of the council to the County Commissioners with such others evidence as he may deem expedient.

May 1, 1876.

The Committee on Public Property to whom was referred so much of the Mayors Adress as relates to the Old Cemetery and Common have carefully inspected the same, and present the following report. First we find there is much need of more and better play ground for the Scholars attending the Schools on the Common. We find by removing five graves that are near to and on the Westerly side of the School House the Cemetery fence can be moved back a distance of about 60 feet at the lower or Southerly end more than 100 feet at the Northerly end or up to the Unitarian Vestry. This change of the line will not require any additional fence and we have permission from the proper persons to remove the five graves mentioned to the Laurel Hill Cemetery. If more open ground is needed the whole of the lower end of the Cemetery

May 1, 1876 (Continued)

can be taken by removing or enclosing a small cluster of graves located here, opening a wide space through to the Fair Grounds. After these changes are made the whole Cemetery should be inclosed with a substantial fence.
Your Committee fully believe that this change would entirely prevent the improper use and defiberation of his ancient Burying Ground.
Second. That portion of the public ground known as the Fair Ground we recommend should be properly fenced and laid out as a public Park under the direction of a Committee or agent appointed by the City Council. The plan Your Committee would recommend is this. Retain the track or drive way nearly as it is; outside of this make a Mall or Walk the entire circle around the Park, plant shade trees on either side of this Mall and trees on the inside of the drive way. The Circle inside of the track we would reserve for a parade ground and public exhibitions in accordance with the expressed wishes of the donors of the tract of land. We would also have one or fountains of pure water accessible to all within the Park.
If this plan should be adopted, (as we believe it will be) nearly if not quite all the shade trees needed would be furnished by the citizens as ornamental offerings without expense to the City and there is no place in Biddeford or in this City where public out door exhibitions can be held, we have no doubt but this can be let for enough to pay all the expenses of keeping the park in order.
Third The grounds in front of the School House and Unitarian Church be surveyed and the line of grading established and commencing on one side grade up to this line as fast as money is appropriated or, the City Teams can be used to do it without injury to the Streets or Fire Department.
Saco, May 1, 1876.

The Committee on Streets to whom was referred the Petition of Charles B. Sands and others asking that King Street be widened &c. submitted a report in substance as follows;- That they had examined the premises and were not able to find any certain lines or limit of said street and that the Records do not show that the Town or City ever laid out said way. -
Your Committee were of the opinion that public convenience requires said way to be widened as prayed for and established as a public street.

May 11, 1876

Return of Grays Court. ..... a new line be established on the Westerly side of Grays Court leading from Common Street to Forsskol Street .... beginning on the South West side line of Common Street on the North west side of a large stone placed in the ground at the Eastern corner of the Goodwin lot and at a point in the centre of a hole drilled in said stone; thence South 44 degrees 28' West one hundred seventy six feet five inches to a point in the division line between the lot owned by Alexander Foster, and the lot occupied by William J. Bradford; thence South 49 degrees 15' West (with an included agnle of 134 degrees 45') one hundred fifty six feet four inches to an iron rod driven inthe ground at the intersection of the North East side line of Forsskol Street extended and this the above

May 10, 1876. (Continued)

described line of Grays Court. Said iron rod is eighteen feet ten inches Southerly of the South corner of the house now occupied by A. A. Brooks known as the "Crosby House" Said lines to be the North Westerly side line of Grays Court, and said Court to be two and one half rods wide in each and every part.

May 10, 1876.

Ordered That the plan and recommendations as presented by the Committee on Public Property for a Park and change of fence around the Old Cemetery and grading the Common be adopted and Five Hundred dollars appropriated for the Park and one hundred for the Cemetery and Common to be expended this year.

May 22, 1876.

Return of King Street. ..... beginning on the South East side line of Main Street at a point at the West corner of a stone placed in the ground at the North corner of Charles S. Sands lot and twenty seven feet eight inches Northerly from the North corner of the undertinning of said Sands house; thence South 42 degrees 28' East, (making an included angle with the South West part of Main Street of 269 degrees 17') Seven hundred thirty three feet four inches or to land of Joseph G. Deering, to a point on said Deerings line twenty feet three inches Westerly from a spike driven into the root of an Oak tree standing near said line. Said line to be the South West side line of said Street and said Street to be two and one half rods wide in each and every part.

July 10, 1876.

Ordered That the Commissioner of Roads and Streets for District No. 4 be authorized and directed to enlarge and straighten the culvert crossing Storer Street and also clear out the obstructions from the culvert crossing Elm Street.....

November 6, 1876.

Whereas a petition has been presented to the County Commissioners requesting the discontinuance of the way laid out and commenced being built at what is called the Goose Fair Crossing in the City undre the Supervision of William N. Perry.
Resolved That the City of Saco hereby consents and agrees to assume and pay an amount not exceeding Twenty Three Hundred dollars as liabilities already incurred in the construction of said way the sums expended and incurred to be audited and allowed by a Joint Special Committee of the City Council. Provided that the County Commissioners discontinue the way as laid out by them in said locality and locate the former way.

II

April 2, 1877.

Ordered That the Mayor be authorized to draw his warrant for the amount expended by William N. Perry the paft year on the Portland Road in constructing a proposed new way and repairing the old one near the crossing of the Goose Fair Brook and the crossing of the P. S. & P. Railroad and that the Committee on Finance be and hereby are directed to include said amount in the appropriation bill for the ensuing year.

April 27, 1877.

Ordered That the Committee on Streets be directed to investigate the matter of building a new bridge in place of the covered one between Saco and Biddeford leading from Cutts Island with a view to ascertain the comparative merits and cost of the different kinds of bridges. That they have authority to offer proposals and to take such other preliminary steps as they deem best. That they be empowered to confer with the authorities of the City of Biddeford relative to this subject and report early as possible.

June 4, 1877.

Ordered That the Committee on Public Property be and hereby are directed to procure a comprehensive plan for the systematic and general improvement of the tract of land given to the town by Sir William Pepperell, that whatever may be hereafter done by the City or individually may be understandingly done.
And be it further ordered that said tract of land shall hereafter be known as "Pepperell Park"

June 8, 1877.

Report of Committee on Streets on the rebuilding of the Covered Bridge from Cutts Island to Biddeford, to wit;-
The Committee to whom was referred all preliminary matters connected with the building of the Covered Bridge, so called, have attended to that duty and beg leave to Report - That after several interviews with the Committee from the City of Biddeford we finally agreed to issue proposals and Specifications for bridges of wood, known as the "Howe Trup Bridge" of Iron and also of Stone fixing upon the sixth instant for all bids to be in. On the sixth we found ourselves in possession of bids for the several bridges. And while we are not at liberty to state positively the bids, we would say that a majority of the two Committees favored the building of a Howe Truss wooden bridge according to plans and Specifications of John Reed C. E. which we submit herewith. We also submit plans of Iron and Stone bridges.

Ordered That the Committee on Streets have full power and authority according to the provision of City Ordinance No. 11, to proceed in conjunction with the City of Biddeford to build either by contract or otherwise as in their judgment they may deem most advantageous to the City over the West branch of the Saco River from Factory Island to Biddeford a bridge as per plan submitted, known as the "Howe Truss Wooden Bridge" and the expense for building said bridge to be charged to appropriation for bridges the ensuing year.

Ordered That the Committee on Streets be and are hereby authorized to widen Crofs and Elm Streets at their intersection in accordance with their report to the City Council of even date with this order provided that in their judgment a satisfactory arrangement can be made with the owners of the land necessary to said widening

.....

II

September 5, 1877.

Ordered That the Street Commissioner of Highway District No. 4, be and hereby is directed to proc ed to cover the woodbury Brook commencing at the Northerly side of Storer Street and continuing so far as the appropriation for Sewers and Drains will permit said work to be done in like manner as that on the Easterly side of said Street during last year.

Ordered That the Side walk or footway be built on the North-easterly side of Pleasant Street in Highway District No. 4, in said City from the end of the Crofs walk nearly opposite the Episcopal Church to [illegible] Street..... to be paved with suitable m terial with suitable curbstones.....

November 5, 1877.

The Committee on Public Property who were directed by Order of June 4, 1877 to procure a plan for the beautifying of Pepperell Park so that whatever may be hereafter attempted in that direction might be understandingly done, submitted a lengthy report accompanied with a very finely drawn plan by Councilman Goodale. (see report on file.)

Ordered That in accordance with the recommendations of the Committee on Public Property in their report on PepperellPark said Committee be authorized to cause so much of the Park to be plowed this fall as in their judgment may be necessary to prepare for carrying out such plan as may be determined on for the further improvement of the Park.

End of Book 10.

II June 3, 1878.

Ordered That the Committee on Streets be authorized and directed to lay out and locate a New Street or way commencing on North St. at a point near and Northerly of the house and lot of Mrs Hannah P. Leland; thence running North Easterly about Eight Hundred and eighty two feet; thence South Easterly to Portland road at a point near and Notherly of the house and lot of Charles H. Tuxbury .....

July 1, 1878.

Nott Street ..... Beginning at the Easterly side line of North Street at a point two hundred five feet and two inches Northerly from the South corner of the Nott field and of Mrs Hannah P., Lelands lot; thence N. 51 degrees 30' E. eight hundred seventy five feet and six inches to a point one hundred sixty four feet and three inches Northerly from the Easterly side of the said Nott field. The said street to the last named point to be sixty feet wide in each and every part and on the North Westerly side of said Stone Monuments are placed in the ground North west of parallel to and three feet from said lines at the intersections of similar lines of North Street, and the following defined way, to wit;- Beginning on the Easterly side line of the above defined street at a point eight hundred twenty five feet and six inches Easterly from North Street and from thence running South 38 degrees 25' East making an angle of 89 degrees 55' one hundred sixty four feet and three inches over land of the heirs of the late Eliphalet Nott to land of David Tuxbury; thence the same course two hundred fifty seven feet over said Tuxbury land to the Thornton Pasture so called thence the same course over land reserved for a treet in the said pasture one hundred twenty three feet and three inches to Union Street extended; thence same course six hundred and Sixty four feet and seven inches over said reserved way t Main Street at a point one hundred four feet and seven inches North Easterlu from and iron rod driven in the ground; making the Easterly corner of Hon. Joseph Hobsons land.

August 5, 1878.

Ordered That the Committee on Streets be authorized and directed to lay out and locate a new Street or way at Old Orchard, one Hundred and forty feet long on a reserved way known as Sea Side Avenue. on the plan of the Old Orchard Beach and Camp Meeting Association. Said street to commence atth corner of Sea Side and Union Avenue.

Ordered That the Committee on Streets be authorized and directed to lay out and locate a New Street or way beginning at a point on the Easterly line of Bradley Street and about fifty three feet Northerly from Mark D. Kimballs front yard fence at a point where a stake is placed in the ground said beginning point being in the center of a strip of land three rods wide originally reserved for a street by the late Abraham Tasker; thence in a Northerly course to Buxton Road.

Ordered That the Committee on Streets be authorized and directed to commence forthwith the building of the Street at Old Orchard, located on petition of T. K. Lane and others in 1874.....

II September 2, 1878.

Return of Sea Side Avenue. .....New Street or public way, to be called Sea Side Avenue, as follows, Viz;- Beginning at a South west side line of Union Avenue at a point two hundred seventy eight feet and eight inches North westerly from a point of rocks at or near high water mark and at the East corner of the Main Rock of Googins Rocks so called, and five feet from the Northeast face of the Main Rock aforesaid, (the same being the starting point assumed for the location of that part of Union Avenue accepted by the City of Saco, August 3d, A. D. 1874.) thence South 49 degrees West or at a right angle with said Union Avenue One hundred and forty feet or to the North East side line of Ocean Avenue as reserved by the Old Orchard Beach Association and represented on a plan of the property of said association a copy of which is recorded in the Register of Deeds at Alfred.

March 10, 1879.

..... And accordingly we proceeded to widen and straighten said Storer Street as follows; beginning on the North side line of Main Street at a point one foot and ten inches Southerly from the South Corner of the Saco National Bank Building; thence N. 43 degrees 30' W. one foot and ten inches to a point two inches Southeasterly from the South corner of the Bank Building aforesaid; thence the same course by land of said Bank, George V. Jordan and Ira H. Lord, three hundred and one foot eight and one half inches to the South corner of a stone post standing at the South Easterly end of the stone wall or fence in front of said Lords house and at a point nineteen feet eleven inches South Westerly from the South corner of the stone underpinning of said house; thence No. 41 degrees 40' W. with and included angle of 181 degrees 50' one hundredtwelve feet five and one half inches to a point twenty feet four inches from the South corner and forty feet from the West corner of the stone underpinning of Jonas L. Woodsums house; said line pafsing the West corner of the North West Stone post of the aforesaid stone wall or vence in front of said Lord's house and over land of said Lord and Jonas L. Woodsum aforedaid; thence North 40 degrees 35' E. with an included angle of 181 degrees 16' one hundred fifty five feet four and one half inches over land of Jonas L Woodsum and Nahum Getchell to the South corner of Moses Emery's land at a point twenty nine feet nine inches Westerly from the West corner of the underpinning of said Getchells house thence N. 30 degrees 25' W. with an included angle of 182 degrees 1' one hundred forty four feet ten inches by land of Moses Emery to the South corner of land of F. W. Guptill to a point twenty eight feet two inches from the West corner of the underpinning of said Emery's house and nineteen feet nine and one half inches from the South corner of the underpinning of said Guptills house thence N. 58 degrees 55' W. with an included angle of 180 degree 37' two hundred eighty four feet four inches by land of said Guptill, Harlan P. Cobb, Jordan and Bryant and others to the South corner of Living H. Lanes land to a point thirty eight deet three inches from the West corner of the under pinning of house No. 55 and owned by Mefsrs Jordan and Bryant aforesaid and forty feet nine inches and one half from the South corner of the underpinning of said Lanes house; thence N. 31 degrees 55' eighty feet by land

March 10, 1879 (Continued)

of said Lane and land of William Stevenson; thence N. 0 degrees 25 W. fifteen feet six inches thence N. 42 degrees 50' E. fourteen feet six inches by land of said Stevenson to Elm Street. .... Said owners are allowed one year to take off timber wood or any erection thereon from the land after the proceedings are finally closed.

Thereupon W. S. Dennett Civil Engineer read a very lengthy and able report relative to a system and plan of Sewerage for the City of Saco, Also a plan of the City representing existing Sewers and those proposed &c.

May 5, 1879.

Ordered That the Committee on Streets be hereby required to build so much of Main and Gooch Streets as shall make the Northerly side of Gooch Street on Factory Island conform to the course of the Southerly side of Main Street on said Island. Provided the land so taken from land of Boston and Maine Railroad Company at a nominal yearly rental or otherwise. The purpose being to round the corner of said streets and improve the drive way to the City of Biddeford as well improve the appearance of York Square.

June 2, 1879.

..... the street located on petition of said Fairfield and others inJuly 1878..... recommend that the Street be built from North Street to the houses erected by Mrs. M. A. Nott and from Portland Road to the houses erected by Mefsrs Rofs and Dearing.....

September 1, 1879

Ordered That the Committee on Streets be and is hereby authorized and directed to lay out a new road or way commencing near the house of Abraham Moses and running such a course acrofs the lands of said Moses John Boothby, Orin Parcher as as to strike the new road so called leading from the Nonsuch Mill road to the Flag Pond road opposite the road leading from said new road to the Heath Meeting House.....

Ordered That the City Council be a Committee of the whole to meet on Wednesday September 3 at 2 o'clock P. M. at their respective rooms in City Building to investigate the best methor of abating the nuisance of Woodbury Brook by Sewerage or otherwise.

November 10, 1879.

..... the Street known as Lewis Avenue (in the Wakdfield Field) ..... Beginning on the South Easterly side line of James Street at a point 18 feet North Easterly from the angle in said James St. and 55 feet North Easterly from an iron rod driven in the ground, and 321 feet South Easterly from the West corner of the South East stone abutment of the Boston and Maine Railroad at the James Street crossing; thence S. 42 degrees 10' E making an angle of 90 degrees with the North Easterly side of James Street 605 feet to the South Easterly side line of a reserved Street called Wakefield Avenue. Said street to be sixty six feet wide in each and every

November 10, 1879. (Continued)

part, and said line to be the center of said street. This location to include a small triangle piece of land lying between Lot No. 2 occupied by said Richard Good: Beginning at a point at the North corner of said lot No 2 and increasing to fifteen feet in width at the above mentioned iron rod.

February 13, 1880.

Ordered That that portion of the ne Street leading from North St. to Portland road commencing at North Street be called Nott St., and that portion opening on to Portland road be called Clark Street.

April 5, 1880.

Ordered That the Committee on Streets take into immediate consideration so much of the Mayors Address as relates to the building of permanent Sidewalks and they are hereby authorized begin to build such sidewalks as soon as possible where in their judgment they are most needed and public necessity requires.

June 14, 1880.

Lewis Avenue. ..... Beginning at the South Easterly side line of James Street at a point 18 feet North Easterly from the angle of said James Street and 33 feet North Easterly from an Iron Rod driven in the ground and 381 feet (Return in XI p. 342 says 18 feet) South Westerly from the West corner of the South East stone abutment of the Boston and Maine Railroad at the James Street crossing; thence S. 42 degrees 10' E. making an angle of 90 degrees with the North Easterly side line of James St. 605 feet to the South Easterly side line of a reserved Street called Wakefield Avenue. Said street to be sixty six feet wide.....

June 7, 1880.

Ordered That the Committee on Sewers and Drains be and are hereby directed to extend the Elm Street Sewer by covering the Woodbury Brook from Elm Street to Pleasant Street and that the extension of said brook to the river be put in a sanitary condition by grading and all previous orders conflicting with this order are hereby rescinded.

June 14, 1880.

..... Beginning at a point One Hundred and one feet North Easterly from the South corner of Mrs. E. Hansons lot thence North 45 degrees West Two Hundred and fifty feet more or lefs to the South East side line of the Street leading from Old Orchard Street to land of Lane & Cleaves called "Grove Street" said line to be the South West side line of said street and passes eleven and 6/100 feet from the east corner and eleven and 75/100 feet from the North corner of the Saint Cloud House owned by Mrs E. Hanson eleven and 42/100 feet from the North corner of the Stone underpinning of the Belmont House owned or occupied by Mrs. H. T. Flint Said street to be forty feet wide in each and every part.....

II

June 6, 1881

Ordered That the Commissioner of Roads and Streets of Highway District No. 3, be authorized and directed to construct a plank sidewalk on the Westerly side of Grand Avenue at Ole Orahard...

August 1, 1881.

Ordered That the Street located in June 1880 upon Petition of R. S. Poulter and others leading from the Northerly side of Main Street near the house of said Poulter to the South East side line of Union Street extended be named and hereafter known as Fairfield Street.

Ordered That the Committee on Public Property be and are h reby authorized and directed to cause to be expended for th- with a sum of money not exceeding Twenty five Dollars in preparing grounds in Pepperell Park for the Game of Base Ball to be played upon.

II

June 14, 1880.

Fairfield Street. ... . Beginning on the North West side of Main Street at a point one hundred feet six and seven tenth inches South Westerly from the South corner of Mrs. Charles Hills land; thence North 40 degrees 15' West six hundred sixty four feet and eight inches to the South East side line of a reserved way called Union Street at a point ninety eight feet eleven and one half inches from land of Mrs Hill aforesaid. Said line to be the North East side of said street and said street to be fifty feet wide in one and every part and that written notice of the intention of the City ..... (Ordered made June 6, 1881.)

September 6, 1880.

Petition of Ira H. Fofs and others representing that public necessity convenience and safety demand a new and more direct way or road from the City proper to Old Orchard Beach by a direct line from near the junction of King Street with Portland Road and running to a point upon the present Old Orchard Beach road so called near the residence of Amaziah Green.

October 4, 1880.

Union Street. ..... Beginning at the North Easterly terminus of Union Street as laid out April 7 1849 (and recorded in Vol 5 page 192 Saco Records) on the South Westerly side of the Hopkins property so called now owned and occupied by Joseph Hobson at a point one hundred seventy six feet from the North West line of the Thornton Pasture extended thence North 40 degrees East one hundred fifteen six inches ofer said Hopkins property to the Thornton Pasture so called thence the same course three hundred sixty six feet or to Clark Street. Said line to be the south East side of said street and to be a continued straight line with the one mentioned in the return dated April 7, 1849 aforesaid and said street to be three rods wide in each and every part. (Ordered built June 6, 1881.)

November 6, 1880.

..... a new street beginning at a point on the Old Orchard road nearly opposite the Old Orchard School House and running in a South Easterly direction to the Beach. Also to discontinue so much of an old way located March 29th 1821 as will not be included in the new way..... Beginning on the South East side line of the Boston and Maine Railroad at a granite stone set in the ground at the junction of the South East side line of Grand Avenue at a distance of one hundred thirty three feet and two inches South Easterly from the centre between the rails of the main track of the Boston and Maine Railroad and from a hole drilled in the top of said stone thence South 41 degrees 14' East One hundred and fifty feet or to high water mark

November 8, 1880 (Continued)

Thence beginning again at said stone and running North 41 degrees 14' West one hundred thirty three feet two inches to the centre of the track aforesaid. thence the same course twenty feet thence North 10 degrees 4' West with an included angle of 148 degrees 50' one hundred fifty six feet ot an iron rod driven in the ground in E. C. Staples field at a point nineteen feet ten inches North West of Boston and Maine R. R.Co land thence North 41 degrees 14' West with an included angle of 211 degrees 10' five hundred and twenty nine feet ot an iron rod driven in a hole drilled in a ledge at a point ninety two feet one and one half inches Easterly from the East corner of the brick underpinning of the North pavillion of the Old Orchard House; thence the same course one hundred and twenty eight feet or to Old Orchard Road. Said line to be the South West side of said street and said street to be fifty feet wide in each and every part and we have discontinued so much of the old way located March 29th 1821 as is not included in the new location or way. .....

Ordered That Street with the boundaries and admeasurements of the same as laid out and reported by the Committee as aforesaid be and the same is hereby accepted, allowed and established as a Street or public way for the use of the City of Saco and so much of the Old way located March 29, 1821 as is not included i the new way, is hereby discontinued.

Grand Avenue, Old Orchard. ..... a new Street beginning at the South West side of what is known as the Old Beach Road leading from the Old Orchard School House to the Beach and running in a South Westerly direction on the Easterly side of the Boston and Maine R. R. to a reserved way called Second Avenue..... ..... Beginning at a point on the South West side of the Street leading from the Old Orchard road near the School House to the sea at a granite stone set in the ground at a point one hundred thirty three feet two inches South Easterly from the centre between the rails of the Main track of the B & M R. R. and from a hole drilled in the top of said stone; thence South 42 degrees 11' West fourteen hundred and fifteen feet three inches or to the extension of the South West side line of a reserved way called Second Avenue as represented on a plan of lots belonging to E. C. Staples made by W. S. Bennett (and recorded in the Plan Book No. 2 York Registry of Deeds) terminus being seven feet ten inches from the North corner of lot No. 85 on Grand Avenue and one hundred thirty three feet six inches from the centre between the rails of the track of the aforesaid Boston and Maine R.R. Said street to be forty two feet two inches wide in each and every part and said line to be the South East side of said street.

II

April 4, 1881.

Petition of Orchard Beach Railroad by their attorney George C. Yeaton asking for the written consent of the Mayor and Aldermen Stating the manner and conditions that they may crofs the following streets or ways, to wit;-
The "Lower Beach Road" the street known as "Union Avenue" and the street leading from Old Orchard Road to the Sea near the Boston and Maine Railroad Depot.

May 2, 1881.

Took up Petition of Isaiah P. Milliken and thirty three others asking the City to take the triangular lot of land situated at the junction of Main, Elm and North Streets for a Public Park.
At the request of the Mayor the Clerk read the petition. After which an opportunity was given all parties to be heard. Edward Eastman Esq. appeared and spoke for the Petitioners. he referred to the circumstances under which the petition was circulated, and read the law pafsed by the last Legislature under which the City was asked to take the land. Remarks were made by Frederick Yates Esq. who claimed to be the owner of the lot referred to. Mr Yates stated that if the City wished to purchase the lot he was ready to sell for Two Thousand five Hundred Dollars or he would lease the same to the City for a term of Five or Ten years at a nominal rental. The City Solicitor being present recommended the reference of the matter to a committee. (Referred to Committee on Public Property.)

May 9, 1881.

Report of Committee on Public Property, to wit;-
To the City Council. The Committee to whom was referred the Petition of Isaiah P. Milliken and others praying certain lands be taken for a Park have had the same under consideration and beg leave to Report that they met the parties interested and Mr Yates who claims to be the owner. That Mr Yates was not prepared to make any other terms than those offered to the City Council upon a former meeting and asked for further time to consider the matter and upon Saturday the 7th inst he reported that he could not change the terms he had previously offered.
The accompanying plan shows the form and size of the lot, to which the Committee refer for any information upon that subject. Your committee also report an Order to be pafsed if the City Council shall deem it advisable to direct the taking of said lot.
Respectfully submitted.

Oliver C. Clark)
Geo. F. Owen) Committee on
Thomas Buckminster) Public Property
Chas S. Jose)

II

May 9, 1881.

Petition of Isaiah P. Milliken and thirty three others asking the City to take certain lands for Public Park, to wit;-
To the Mayor and Aldermen of the City of Saco.
The undersigned citizens of Saco, (a City having more than One Thousand inhabitants) and tax payers therein respectfully represent that a certain lot of land situated in said Saco on the North Easterly side of North Street, bounded by North Street, Elm Street and Main Street or Portland road is suitable land for a Public Park and has no dwelling house thereon and pray that the said land may be taken for a Public Park. The names of the owners of said lands so far as they are known are Henry J. Rice of Saco and Luther Bryant and Frodeeric Yates both of Biddeford York County Maine.
Dated at said Saco, this twenty third day of April A. D. 1881.
..... Upon considera ion of the foregoing petition the same being signed by more than thirty citizens of the City of Saco and all being tax payers therein it is Ordered That the municipal off cers of the City of Saco be and are hereby ordered and directed to take the lands therein described in said petition for a Public Park in pursuance of the Statute in such cases made and provided. Said lands being found suitable therefor and said lands not having been at the time of the filing of said petition in the Office of the Clerk of said City and not now being occupied by a dwelling house. (Approved May 11, 1881).

June 6, 1881.

Petition of J. M. Robbins, President of the Old Orchard Junction Railroad asking t e written consent of the Mayor & Aldermen of the City of Saco Stating the manner and conditions thereof they may crofs certain ways or Streets in said City, to wit,- the Old Orchard road and the Rofs road.
Said petition was received accepted and a hearing ordered to be given to all parties interested therein June 10th 1881 at 10 o'clock in the forenoon at a point on said Old Orchard road where said Railroad crofses the same. (No further record of hearing in V XI.

September 5, 1881.

Extention of Dyer Street. ..... Beginning at the North Western terminus of Dyer Street as laid out accepted in 1874 on the South East Side of a reserved Street at the North Western limit of the Parkman Pasture so called thence continning the same course of said Dyer Street to the line dividing the said Parkman Pasture and land of the late Isreal Jacobs, to wit;- to the centre of the reserved street aforesaid; thence North 41 degrees 10' West making an angle of deflection to the left of 0 degrees 18' twenty four and seventy five hundredths feet to the North West Side of said reserved street; thence the same course two hundred and five feet or to a reserved street forty seven feet in width as represented on a plan of a lot of land belonging to Isreal Jacobs situated on the North Easterly side of Boom Road, as divided into lots June 7, 1855. by D. Jordan.....

II September 5, 1881.

Return of Street from Bradley Street to the Extension of Dyer Street on Petition of E. H. Floyd & others, to wit;- .... Beginning on the South Easterly side line of Bradley Street at a point twenty three and five tenths feet North Westerly from the North corner of lot numbered "55" on a plan of a lot of land belonging to Israel Jacobs situated on the North East side of Boom road as divided into lots June 7th 1855 by D. Jordan; thence South 45 degrees 15' West two hundred and fifty seven and five tenths feet or to the South Westerly side line of the extension of Dyer Street prolonged.....

Return of the extension of Street called Grove Street at Old Orchard, extending to the Jameson line &c. ..... Beginning at the North Eastern terminus of the Street laid out and accepted by the City of Saco May 4th 1874 leading from Old Orchard Street North Easterly to lands of Lane and Cleaves at a point on the South Westerly line of said Lane and Cleaves property and one hundred feet South Easterly from the Boston and Maine Railroad location; thence North 45 degrees 30' East (it being a continuation of the last mentioned course in the return of the above named Street) One Thousand seven hundred eighteen and five tenths feet or to the "Jameson line" so called. Said line is to be the North Westerly side of said street and is parallel to and One Hundred feet distant from said Railroad location and said street is to be fifty feet wide.....

October 3, 1881.

Return of Grove Street to Scarboro Line. ..... Beginning at the Jameson line so called at the North Eastern terminus of the street located August 24th 1881 upon petition of John T. Cleaves and others at a point One Hundred feet South Easterly from the Boston and Maine Railroad location and One hundred and thirty nine feet from the centre between the rails of the said track of said Railroad. thence North 45 degrees 30' East parallel to and one hundred feet distant from said Railroad location. One thousand three hundred and eighteen feet to a Stone set in the ground; thence North 50 degrees 23' East making a deflection angle to the right of 6 degrees 53 two thousand three hundred eighty three and eight tenths feet to a stone set in the ground; thence North 45 degrees 01' East (making a deflection angle to the left 5 degrees 52') one thousand one hundred twenty seven and eight tenths feet to a stone set in the ground; thence North 62 degrees 53' East (making a deflection angle to the right of 17 degrees 52') one thousand five hundred thirty nine feet and eight tenths or to the Scarborough line intersecting with the North West side line of the road laid out by the town of Scarborough June 25th 1879 Said line to be the North West side line of said Street and said Street to be Fifty feet side.. .....

Return of the widening of the Lower Beach road, leading to the Ellis Grove. &c. ..... Beginning on the Easterly side of the Ferry Road at a point bearing South 3 degrees West and two hundred fifty four and four tenths feet from a stone set in the ground on said Ferry Road between lands of Charles McIntire and Thomas Hanson, and 79 feet

October 3, 1881 (Continued)

from the South East corner of John W. Scamman's land; thence South 43 degrees 05' East one thousand five hundred and twenty two feet to a point 48 and 1/10th feet from the East corner of the underpinning James G. Patterson's house and one and one half rods South Westerly from a Stone set in the ground thence South 52 degrees 25' East making an angle of deflection to the left of 9 degrees 20' six hundred and thirty eight feet to a point sixty nine feet from the West corner of the underpinning of the house formerly occupied by Betsey Deshon and one and one half rods South Westerly from a Stone Set in the ground; thence South 59 degrees 42' East (making a deflection angle to the left of 7 degrees 17') three hundred eighty two and two tenths feet to a point one and one half rods South Westerly from a Stone set in the ground; thence South 70 degrees 31' (making a deflection angle to the left of 10 degrees 49') one thousand two hundred feet or to high water mark.

End of Book II

II April 5, 1882

Cost of Bridges (Confirm by expense report in print (V. 1877-1886)

Report of Committee on Streets to whom was referred so much of the Mayor address as relates to the paving of Main Street recommended the paving of Main Street from the Cross Walk opposite the Stone Store to the Cross walk across Main Street opposite Pike Block.

May 1, 1882

Ordered: that the Street Commissioners of Highway district No. 4 under the direction of the committee on streets be authorized and directed to pave Main Street with granite blocks from Cross Walk acrosse Main St. opposite Pikes Block

June 5, 1882 New Street

Begginning at a stone set in the ground at the S.E. side line of Grand Avenue (so called) laid out and accepted by the City of Saco Aug. 15, 1881, thence S. 46 degrees 30' east 274 feet over a way reserved by John T. Cleaves and the heirs of Thomas K. Lane to a stone set in the ground; thence the same course to high water mark on Old Orchard Beach. Said Street is at right angles with said Grand Avenue and passed between lots numbered "16", "18", "20","24" and "25", "29", "31" "33".as per plan of Lane & Cleaves lots, made by James Slade, June 8, 1878. Said line to be the northeasterly side of said street and said street is thirty feet wide.

April 8, 1885

Ordered: that the committee on streets cause to be built by contract or by the street commissioner of highway Dist. No. 1, the road on or near Hanscom Hill so called, situate on the Boom road as laid out by the County Commissioners.

Ordered: that the committee on streets be authorized and directed to complete the paying of Main Street from Storer Street to the Bridge.

May 14, 1883

King Street be extended: .....Beginning at a point seven hundredthirty-three feet and 4 inches from the S. E. side of Main Street, or at the S. E. terminus of King Street as located and accepted May 1876; thence S 42 degrees E. 284 feet over land of Amos J. Marston and Obadiah Burgin Said line is the s.W. side of Said street; and said street is two and one half ($2\frac{1}{2}$) rods wide in each and every part; it being a continuation of said King Street as located in May 1876. aforesaid, the difference in the bearing being caused by the declination of the magnetic needle.

Ordered: that the Mayor and City Solicitor be authorized and directed to go before the County Commissioners and advocate the laying out of the road from Portland road to the Beach.

II December 3, 1885

A new street or public way....beginning at S. W. side line of Lower Beach ######## Road and extending to the north easterly side line of Fore Street so called.

Beginning at the S.W. side line of Lower Beach Road, at a hole drilled in the top of a granite stone set in the ground at a point 390 feet S.E from the S.E. side line of Camp Ellis Ave.; thence S. 19 degrees 40' W. 281 feet to a hole drilled in the top of a granite stone set in the ground on the northeast side line of Main Avenue; thence the same course 50 feet over said main avenue; thence the same course and at a right angle with said Main Ave. 339 feet to a hole drilled in the top of a granite stone set in the ground on the N.E. side line of Fore Street as represented on a plan of Camp Ellis recorded in York Registry of Deeds Plan Book, No. 1, Page 74, said avenue to be 40 feet wide

December 3, 1885

a new street or public way might be laid out for the use of said city, beginning at Camp Ellis Avenue and extending to thesea.. .... Beginning on the Southerly side line of Camp Ellis avenue or a h le drilled in the top of a granite stone set in the ground at a point 281 feet S.E. from the S.W. side line of Lower Beach road: thence S 70 degrees 20' E. parallel with said Beach road, 390 f et to a hole drilled in the top of a granite stone set in the ground on the S.E. side line of Cove Avenue; thence the same course 300 as represented on a plan of Camp Ellis recorded in Plan Book, No. 1, Page 74, York Registry of Deeds; thence the same course one hundred ninety nine and four hundred seventeen thousand (199.417) feet to a hole drilled in the top of a granite stone set in the ground on the north westerly side line of North Avenue; thence the same co rse 25 feet over said North Avenue to land of the Orchard Beach Railroad Company; thence the same course over said railroad and land of Ellis Grove land company 500 feet or high water mark as represented on a plan of Camp Ellis made by W. S. Dennett, and recorded in York Registry of deeds, Plan Book No. 2, Page 25, Said Avenue to be fifty feet, wide in each and every part and the above described line to be the northeasterly line of said Avenue. Said Street passed over land of Camp Ellis Company and we have considered and estimated the damages sustained in their property by the several owners aforesaid and all other persons by laying out of said street and award nothing for the damages sustained by them.

August 4, 1884

Beginning at an iron rod driven into the ground on the north west side line of Spring Street, at a point sixty feet easterly from the East corner of the stone underpinning of the h use occupied by Addison C. Cowdy; thence N. 59 degrees 50' W. (with an included angle with Spring Street of 91 degrees 14'), two hundred sixty-five feet to an iron rod driven in the ground on the south east side line of a reserved street called "Nye Street". The above described line to be the north east side of said Street, and said Street to be f rty nine and one half feet wide in each and every p rt, said street is located over l nd reserved fro the purpose, and is represented on a plan of lots belonging to Charles A. Nye and others, and is called "South Street" on said plan.

Beginning at a point five hundred and fourteen feet northwester ly from the intersection of the South western side line of the new road laid out in 1880, with the centre line of said (Flag Pond Road, and near the West corner of the house of the late John Boothby; thence

II Dedember 3, 1883

A new street or public way might be laid out for the use of said City, beginning at Camp Ellis Avenue and extending to the sea.

II N.W. 803 feet; thence N. 422 feet, to the intersection of the S.W.side line of said new street, at its north western terminus, with the centre line of Hlag Pond Road aforesaid, as represented on a plan of Road asked for by George Ricker et, als", made by W. S. Bennett in June 1878, and on file in the City Clerk of the City ofSaco.

Ordered: that said Old Town Road with boundaries and admeasurements of the same as discontinue and reported by the Committee as aforesaid be, and the same is hereby discontinue.

Passed and sent down for concurrence.

September 1, 1884 Forest Street

Beginning at a steel rod driven in the ground on the Northerly side line of Lincoln Street formerly called "Boom Road" at a point at the west corner of Lot No. 47 as represented on a "map of House lots in Saco and Biddeford" (formerly (owned by A. H. Boyd, Saco; D.E. Somes Biddeford J. Baldwin, L. Barnes, Nashua; and W. P. Nowell, Manchester, surveyed and drawn by E. P. Morgan"; thence N. 49 degrees E. parallel with and two hundred ninety-six feet from Maples Street as located and accepted by the City of Saco, September 15, 1868, and two hundred and ninety-five feet from said Street as reserved by the above named proprietors six hundred twenty-six and seven-five hundreds, (626.75) feet to a hole drilled in the top of a granite stone set in the gound on the division line between numbered 23 and 24 on said map.

Said Avenue is named thereon, "Wakefield Avenue"

Beginning on the N.E. side line of Lewis Ave. at a point 572 feet from the S.E. side line of James Street; thence N.E. at a right angle with said Lewis Ave. 714 feet or to the N.E. side line of Henry Street extended. Said line to b the centre of said Ave. and said Ave. to be 66 feet wide in each and ev ry part. For a more particular description, reference may be had to a plan of Wakefield Field made by Joseph S. Moody, A.D. 1875, and recorded in York Registry of Deeds.

December 1, 1884

Said Avenue is named thereon, "Rumery Avenue"

Beginning on the N.E. side line of Lewis Ave. at a point 325 feet from the s.e. side line of James Str et; thence N.E. at a right angle with said Lewis Avenue 284 feet to the N.E. side line of Gray street extended; thence the same course 380 feet t the S.W. side line of Henry Street, The above described line to be the S.E. side of s said Ave., and said AVE, is to be 50 f et wide for a distance of 284 feet from said Lewis Ave., and 44 feet wide for the remaining 380 feet. For a more particular description reference may be had to a plan of Wakefield Field made by JosephS. Moody, A.D. 1875, and record-ed in York Registry of Deeds, Planbook, No. 2, Page 20.

Said street is named thereon, "Gray Street"

Beginning on theS.E. side line of James Street at a point two hundred and fifty nine feet N.E. from the N.E. side line of Lewis Ave., thence S.E. at a right angle with said James Street and parallel to said Lewis Ave. 275 feet to Rumery Ave.; thence beginning again on the S.E. side of said Rumery Ave. at a point 50 feet from the last mentioned point, and continuing on the first named course 210 feet or to Wakefield Ave. said line to be the centre of said street, and said street to be 50 feet wide in each and every part. For a more particular description, reference may be had to a plan of Wakefield Field, made by Joseph S. Moody, A.D. 1875, and recorded in York Registry of Deeds, Plan Book, No. 2, Page 20.

Said street is named thereon, "Henry Street"

Beginning on the N.W. side line of Wakefield Ave. at the Easterly corner of lot number "36"; thence N.W. at a right angle with said Wakefield Ave. 260 feet or to the Boston and Maine Railroad location. Said line to be the S.W. side line of said street, and said street si to be 50 feet wide. For a more particular discription reference may be had to a plan of Wakefield Field made by Joseph S. Moody A.D. 1875, and recordad in York Registry ofDeeds, Plan Book, No. 2, Page 20.

Beginning on the southerly side line of the road leading from the Ferry Road to the Bay View House, called "Upper Beach Road", at a point one hundred thirty-five and five tenths (135.5) feet, easterly from the centre of a stone set in the ground at the N.W. corner of the BayView House lot; thence S. 5 degrees 17' W. deflecting to the right from said Beach Road with an angle of 198 degrees, 38', 559.85 feet thence deflecting to the left with an angle of 36 degrees, 08', and with a magnetic bearing of S. 30 degrees 51' E. 589.55) feet; thence S. 5 degrees 17' W. with a deflecting angle to the right of 35 degrees 08' 759.75 feet; thence S. 15 degrees 29' W. with a deflection angle to the right of 10 degrees 12', 292.5 feet; thence S. 51 degrees 56' W. with a deflection angle of 16 degrees 27' to the right, 366.3 feet; thence S.7 degrees 28' W. deflecting to the left with an angle of 24 degrees 28', 489.5 feet; thence S. 16 degrees 56' W. deflecting to the right with an angle of 9 degrees 28', 272.7 feet; thence S. 40 degree 36' W. deflecting to the right with an angle of 23 degrees 40', 218.5 ft.

II thence S.8 degrees 29' W. deflecting to the left with an angle of 32 degrees 08' 771.5 feet; thence S. 45 degrees 30' W. with a deflection angle to the right of 37 degrees 21', 304.8 feet; thence S. 6 degrees 36' W. with a defl ction angle to the left of 39 degrees 14', 110.95 feet; thenceS. 2 degrees 52' E. with a deflection angle to the left of 9 degrees 08', 239.85 feet; thence S. 21 degrees 56' W. deflecting to the right with an angle of 24 degrees 28', 252,8 feet; thence S. 17 degrees 54' E. deflecting to the left with an angle of 39degrees 30', 172.4 feet; thence S. 3 degrees 54' W. with a deflection angle to the right of 21 degrees 28', 1572.95 feet to Lower Beach Road, so called, near "CampEllis" to a point ~~and~~ 159.7 feet easterly from a hole drilled in the centre of the top of a stone set in the ground in the northerly side line of said Beach Road and in the angle of said road easterly of, and near the brook which crosses said road, said point is also seventy-six and seventy-five hundredths (76.75) feet easterly from the S.W. corner of Lot No. 39 as appears on a plan of "Ferry Beach Park Lots" of the Date of 1882.

Perambulation between the Town of Buxton and the City of Saco, December 30 & 31, 1864.

The above mentioned town line was found to extend from the stone monument "marked S/S 1874 S.B. standing on the north W. corner of Scarborough, N. corner of Saco. and said line of Buxton, thence running by magnetic bearing S. 48 degrees 40' W. 64 rods 8 links, to the stone monument marked S.B. Standing on the W. side of the road and opposite the dwelling house ofWm. Merrill, thence same course 254 rods to the stone monument "marked S.B. Standing on the N. side of the road leading from Buxton to Dunston corner, Thence S.43 degrees, 55' W. to the Stone monument st nding on the easterly side of the road leading from Buxton to Saco, marked S.B. 412 rods, thence same course 44 rods to the stone monument standing on the easterly side of the road leading from Salmon Falls to Saco, and marked B.S. thence 100 rods to the stone monument standing on the E. side of the road leading from Union Falls to Portland, thence same course 501 rods to the iron bolt on the ledge on the westerly side of the river road, near the house of J. W. Elden, thence 546 rods to the stone monument. marked B.U.K. standing on land of Bradbury Atkinson, or unknow, about 3 rods northeasterly from the bank of Saco River.

Perambulation between the town of Scarborough and The City of Saco, December 16, 1865

The above mention town line extned from the Stone monument "Marked" S/S, 1874-S/B said monument standing on side line of Buxton N.W. corner of Scarborough and N.E. corner of Saco; thence extending by magnetic bearing S.42 degrees 30' E. 47 rods to the stone monument "marked" S.S. standing by the road leading by Wm. Merrill's thence same course 108 rods to the stone monument near the house of Charles Libby's, thence 166 rods to the stone monument standing by the Burnham County Road, same course to the stone monument "marked" S. a hemlock tree 6 miles from the sea S Peter Libby 1851- 352 rods, thence same course 99 rods to a stone monument, thence S. 47 degrees, 30' W. 40 rods to a stone monument "marked " S.S. thence S. 42½ degrees S. 70 rods to the Stone monument standing by the Holmes Road thence same course 116 rods to the stone monument standing by the ash swamp road, thence 412 rods to the stone monument, marked" S.S. standing by Mearn Road, thence same course 510 rods to the Stone monument standing by the Post Road, thence same course 125 rods to the stone monument "marked S-O-S. standing on the Easterly corner of Saco, N.E. corner of Old Orchard and side line of Scarborough. Whole length of S.42 degrees 30' E. line 1999 rods; Jog line S. 47 degrees 30' W. 48 rods equals 2047 rods.

10/31/2 - Drawn by the same

VI Perambulation between the City of Saco and the town of Old Orchard

Beginning on the Scarboro, town line at the junction of the "Granger line", so called, and at a granite stone set in the ground, in the marsh of George H. Boothby; said stone being marked "S" on the N.E. side; "S" on the west side, and "O" on the South side; thence on a magnetic course of S. 48 degrees 10' W. 54.16 feet to a granite stone set in the ground on the S.E. side of Milliken Mill road, and marked "S" on the N.W. side, and "I" on the S.E. side; thence the same course 304 feet to a granite stone set in the ground on the S.W. side of "east Old Orchard" road; said stone being marked "S" on the N.W. side, and "O" on the S.W side; thence the same course 1260 feet to a stone placed on the division line between lands of E. P. Rodman and H. Hight; thence the same course 5020 feet to a stone placed on the division line between Lands of N. H. Dearing and the heirs of James M. Durbank; thence the same course 3990 feet to an iron pipe one and three quarter (1 3/4 inches in diameter driven in the ground on or near the "Middle Line", so called; thence the same course 5350 feet to a granite stone set in the ground on the N.E. bank of Goose fare brook, and on the division line between Lands of N.H.Dearing and Nathan Tarbox; said stone being marked "S" on the N.W. side and "O" on the S.W. side. The total length of said line is 16100 feet.
Jan. 10, 1885

March 2, 1885

In 1877 the then Mayor, Hon. Ira H. Foss, in his address to the City Council, referring to a matter which had been before the public for several years, said, "The condition of Portland road, at what is known as the "Goose Fare" crossing of the Eastern R.R. is a matter that should very early be considered by the City Council".

Some years since the county commissioners by request of the council and others, ordered a change in the old road, as was said, to straighten the same, and to make the carriage road under the railroad, the time for the city to do this work expired without any action on its part towards doing the contemplated work. During the past year the commissioners commenced their work, and after spending quite a large sum of money, temporarily abandoned it, on petition of many of our citizens, and had a hearing on the matter of discontinuing the new location and resuming the old. The outcome of this whole matter was this: After spending $5000. and upwards it was deemed best to abandon the whole project, throw away $5000. already spent and resume the old location which was done. This action was had in view of the fact that it would probably cost five to ten thousand dollars to complete the work.

It was thought at that time that this question was forever settled, but such appears not to have been the case, for now after slumbering for eight years it again rises, a hideous spectre, and confronts us at the very threshold of our official term. I am informed that the road has been again located under the railroad and that the city will be required to build that portion lying outside the railroad limits.

March 2, 1885

The Street commissioner of Highway District No. 4, be and hereby is authorised and directed at earliest, opportunity to lay a brick side-walk upon the northeasterly side of Storer Street. The same to be laid under the direction of the Committee on Streets.

An order was read authorizing and directing the Street Commissioner of District No. 4 to lay under the Supervision of the Committee on Streets, a brick side walk on Common Street.

Ordered: that the committee on streets be and is hereby authorized to build a brick side-walk on the westerly side of Cooch Street beginning at the terminus of the brick walk opposite the residence of Franklin Nourse and running in southeasterly direction to the store now occupied by Stephen McDonald.

Ordered: that the commissioner for highway district No. 4 be and is hereby authorized to lay a brick side-walk on the northeasterly side ofThornton Avenue from Main St to Elm Str. excepting that portion which is already covered with brick or concrete.

May 4, 1885

Resolved: whereas the late Edw. and Eastman of Saco was ernestly interested in procuring for the City the Park bounded by Main, Elm and North Streets.

Resolved

That said Park be hereafter called the Eastman Park

June 1, 1885

The commissioner of Highway District No 4, be and hereby is directed to lay a brick side-walk with granite curbing on one side of Temple Street.

July 6, 1885

Ordered: that a brick sewer be constructed on Cross Street, connecting with the Elm Street sewer.

May 3, 1886 Street at Camp Ellis

Beginning at a hole drilled in the top of a granite stone set in the ground on the south west side of "Lower Beach Road" thence S 20" W. at right angles with said road, seven hundred eighty-four and ninety three hundredth (784.93) feet to a hole drilled in the ground; thence S 88 degrees 32' W 165.3 feet to a hole drilled in the top of a granite stone (with a deflection angle to the right of 28 degrees 32' W) set in the ground; thence S.1 degrees 98' W. deflection to the left with an angle of 47 degrees 24' 149.85 feet to a hole drilled in the top of a granit stone set in the ground near the bank of Saco River; thence the same course to said Saco River.
Said Avenue passes over land of the"Ellis Grove Association" and was reserved by them for the purpose, as represented on Plans of their property. Recorded in York Registry of Deeds, Plan Book No. I page 74 and Plan Book No. 2, Page 25.

Ordered: that the committee on Streets be and hereby are authorised to contract for the construction of an Iron Bridge from the foot of Elm Street, to the Biddeford line being "Spring Bridge" so called.

II Ordered: that the City Treasurer be, and hereby is authorized to hire upon the credit of the City $5000. for the purpose of consturcting an iron bridge from the foot of Elm Street to the Biddeford line being "Spring Bridge" so called.

January 5, 1887

Tasker Street: Beginning on the North easterly side of Bradley Street at a stone put on the S.W. corner of the Obadiah Durgin lot: This lot being a part of the Tasker farm; thence N. 49 degrees 17' East 839 1/10 feet to a stone post and station; thence N. 49 degrees 57' E. 2068 feet to a stone post and the Buxton road this line being the N.W. side of said street.

The WoodburyBrook: for some time prior to the date when Saco became a city, the foul and disagreeable orders arising from the stream were the subject of complaint to the municipal officers, Nothing was then done to remedy it's; its was though nothing could be done, it being then termed a private nuisance. Since that time, however, or to be exact, since 1873, I find that the city in its corporate capacity has done more towards maintaining the nuisance than all other agencies combined. It has made thisstream a common receptacle for all sewerage matter in the vicinity, To illustrate; In 1873 the construction of the Elm Street sewer was commenced, beginning at this brook and extending to Cutts Avenue. The following year it was completed to North Street. During this year, too, the North Street sewer was built, extending from Scarman to, and connecting with, the sewer in Elm Street, After these, sewers were completed, and the filthy contents from them were poured into this stream, the city authorities began to think a mistake had been made, as will be seen by a perusal of the remarks under the head of "sewers" in the inaugural address of Hon. George A. Carters to the city council,delivered March 15, 1875. Among other things he says: "The combined drainage of portions of Elm and North Streets is now brought to the surface and discharged near the junction ofElm and Pleasant Street. It woul not be surprising if we were compelled as a sanitary measure to extend the Elm Street sewer to the river, the place when ot should have been commenced."

Nothing was done to remedy this evil until five years later, when the health committee in their report, speaking of the places which they had visited during the year, made use of the following language: "The most notable is that on the corner of Pleasant and Elms Streets at this point where the North Street and Elm Street pour their filthy contents into open air in the heart of the City for evaporation and inhalation by the residents of that vicinity. To the matter descending through these sewers, is added matter from the northwest side os Scarman Street, of an exceedingly nauseous character. The remedy required for this evil was of such a character that we deemed it our duty, as well as prudent, to call upon the ground the Mayor and the Committee on sewers and drains and turn the matter ovet to them. We learn that the attention of the City Council was by them directed to this matter, but we are not aware that anything has been done by way of remedy at this point. It seems to us that further neglect at this point cannot be regarded otherwise than criminal neglect, subjecting the city to liability to be indicted for maintaining a dangerous and public nuisance in the midst ". After this report was published, the city council took hold of the matter and in a measure removed the objectionable features which then existed at this point, by covering a portion of the brook, and by removing certain obstacles which existed in the stream near Storer Street. By the addition contents of the other sewers which have recently been constructed, we find at present at this place a public nuisance in existance as danger to the public health as was that which existed at the timeof the report of the health committee from which I have just quoted. The brook is open to the public view.

II between Pleasant and Storer Streets and from the S.W. side of Storer Street to the river, and its foul contents exposed to inhalation of not only the residents of that vicinity, but to those of our citizens who have occasion to pass and repass at these points.

April 4, 1887

Ordered: that the committee on sewers and drains be, and are hereby directed to procure the survey which has been made for a sewer to conn ect with the Woodbury Brook, and to course to be made such addition survey as in their judgement. they may deem necessary, and produce the same at the next regular meeting of the CityGovernment.

April 11, 1887

Ordered: that the Committee onStreets are requested to confer with the municipal officers of theTown of Old Orchard, to see what action they will take in joining with this City, in building, the coming summer, the County road, as laid out by the County Commissioners, in June 1884, and, report at the next regular meeting of the City Council in May.

July 5, 1887

Ordered: that the committee on Streets be and are hereby directed to course (to be build (this city part) the new old Orchard Road so called, said road to be the same as laid out by the County Commissioner in 1884. This order also to include the building of the new streets as laid out from the Burton to the new county Road.

Ordered: that the commissioner of highway District No 4 be, and is hereby directed to construct a sewer in Dyer Street.

Ordered: that the commissioner Highway District No.4, be, and is hereby directed to complete the Brick Walk on the N.E. side ofTemple street, and to construct a Brick Walk on the N.E. side of Cutts Avenue

Ordered: that the commissioner of highway District No. 4. be, and is hereby directed to construct a brick walk on the S.W. dide of North Street from Main to Seamman Streets.

Ordered: that the commissioner of highway District No.4. be, and is hereby directed to construct, a brick walk on the Northerly side of High Street from Beach St. to School St.

Ordered: that the Street commissioner inDistrict No. 4, be, and is hereby directed to complete the brick walk on the Northerly side, of Storer Street.

August 8, 1887

The committee on sewers and drains which was ordered to course survey to be made for a proposed sewer to connect with the Woodbury Brook have had the same under consideration and beg leave to report as follows: Your committee procured the devices of Mr. E.C.Jordan of Portland with whom the consulted from time to time, and who has submitted a report, with plan and profile which is herewith submitted.

Sept. 5, 1887
Ordered: that the Commissioner of Highway Dist. No. 4, be and hereby is directed to course to be constructed in Cutts Avenue a sewer to connect with the Elm Street Sewer.

II Sept. 5, 1887

Ordered: that the Commissioner of highway district No. 4 be and is hereby directed to construct a sewer in Thornton Avenue.

Oct. 5, 1887

Extion of Union Street, as follows: Beginning at stone post set in the ground at a point where the northy side line of UnionStreet would intersect with the Easterly side line of Clark Street, thence running N. 48 degrees 30' E. to land of Trustees of T.A. said line to be the N. side line of said Street and said Streets to keep the width of fifty feet.

Dec. 5, 1887

Island View Ave. as follows: Beginning at a point on the E. side of Cove Ave. 155 ft 4 in from a stone post situated on the corner of Lower Beach Road and said Cove Aven, thence S. 70 degrees E. 880 feet to high water mark, said street to be 50 feet wide.

XI May 24, 1888
Ordered: that the Mayor be and is hereby authorized and instructed to contract with the Berlin Iron Bridge Co. of East Berlin, Conn, to construct that portion of what is known as the "Couch Island Bridge" that belongs to this City to maintain, said Bridge to be of the same materials and general construction as the Spring Island Bridge built by the above name company in 1886. Full specification to be set forth in said contract including time for construction and price the latter to be $2900 completed.

July 2, 1888

Ordered: that the commissioner of highway Dist. No. 4, be used and is hereby directed to construct a sewer on Winter Street the same to connect with the Pugh Street sewer.

Ordered: that the city treasurer be and is hereby authorized to hire upon the credit of the City the sum of $5000. to be used and expended in the construction of a sewer to drain the Woodbury Brook Valley, and said amount is hereby appropriated for the purpose.

June 4, 1888

Charles Street as follows: Beginning at a point on said King Street 80.25 feet N.W. from the S.W. corner of Lot #4 on a plan of said lots on file with theCity Clerk, thence running at right angles with King Street, 404 feet to Shannon Land said line being the center line of said street, and said street to be fifty feet wide.

April 1, 1889

Ordered: that an order passed July 5, 1887 directing the Commissioner of Highway District No.4, to construct a brick side-walk on the Northerly side of High Street from Pugh Street to School Street be referred to committee on Streets with Power to act.

May 6, 1889

Ordered: that the Commissioner of highway Dist. No. 4, be and hereby is directed to construct a brick walk upon the south westerly side of North Street from Main to Seaman Streets.

May 10, 1889

Ordered: that the Committee on Sewers and Drains be and are hereby authorized to complete the construction of the Woodbury Brook Sewer so called, and to construct such other sewer in conformity with the survey of Mr. Edward C. Jordan as they may deem necessary.

August 5, 1889

A new street laid out in 1888 easterly from North Street, respectfully request that a name be given to said Street, (new).
Read and named the Street Seaman Street.

August 5, 1889
NewStreet or public way, to be called Harrison Ave., Beginning at the W. side line of Dyer Street most N. end and at intersection of S. side line of Harrison Ave. at a iron rod, at point of beginning, thence S. 68 degrees 35' W. (899 feet by plan of Israel Jacobs Heirs) by measurement 903.78 feet to a stone post on Lincoln Street easterly line Northeasterly side line of said Avenue by said plan (907.25 feet) by measure-

II ment 934.27 feet to Lincoln Street to point of beginning is a iron rod in Northeasterly corner of lot 48 on Israel Jacobs plan, the street 47 feet wide.

New Street or public way, to be called Mechanic Street--Beginning at the W. sideline of Mechanic Street and at the intersection of southerly side line of Sawyer Street at iron rod, and point of beginning thence N. 24 degrees 51' W. 248.50 feet to a iron rod in south easterly end, and easterly side of culvert said rod is on Spring Street line to locate point of beginning, from N.W. corner of A. H.Gilman Shop 73.10 feet to Westerly side of Mechanic Street, thence from south west corner 68.75 feet at the intersection of the two measurements the point of beginning will be found, which is a Iron rod see plan of E.K. Jordan said rod is in N. E. corner of lot No. 29, onSawyer plan, width of Street 49½ feet.

August 8, 1899

Ordered, that the committee on Finance be and are hereby instructed to issue 4% Coupon Bonds to the amount of $5000., the amount derived from the sale thereof to be used in the construction of brick side walks on Main Street from Cross to Fairfield Street and from the house known as the Dirigo House to King Street.

February 19, 1900
Street or public way to be called Garfield Street)
Beginning at the end of the Street leading by the residence of H. P. Mitchell, said point being seven hundred and ninety six feet and nine inches from the N. side line of the new county road, and thence running N. 48 degrees 30' E. 79 rods 12 feet 9 inches to the Jordan Mill Road so called, said line to be three rods wide.

April 7, 1900
Ordered: that the commissioner of highway Dist. No. 4, beand is hereby directed to construct a Brick Walk on the S. W. side of North Street from Main sto Seaman Streets.

Ordered: that the committee on streets is hereby authorized to construct a brick side walk on North West side of High Street beginning at School Street and extending to Beach Street.

Ordered: that the street commissioners of highway, Dist. No. 4, be and hereby is, authorized and directed to lay with brick as soon as circumstances will permit the side walk upon the S.W. side of Pleasant Street from a point beginning at the N.W. side of the Episcopal Church lot, and extending to Main Street.

Ordered: that the Commissioner of Highway Distric No.4, be and is hereby directed to course to be laid as soon as the condition of the ground will allow, a brick side-walk on the westerly side of Thornton Ave.

To the Hon. Mayor and City Council of City of Saco
The Park Commissioners Respectfully request your honorable body to consider the following.
In 1895 Pepperell Park Cost the City $10,000; since which time the average annual income from the Sweetser Park Fund amounting to about $300. has been expended upon it, though there has been this expenditure our tax paying citizens have derived but little pleasure beyond what is afforded by a passing glance. It is a rendezvous, (especially on Sat. or Sunday(for a heedless rabble who destroy flowers, uproot the

II the shrubbery and break the thrifty young trees, thus the annual expenditure is in a great measure lost, and that which should be for the enjoyment of our citizens is squandered for the gratification of the vulgar and unappreciative.

The old burying ground within the Park enclosure (but not a recipient of Park Funds) receives no care from the city, and the few tombstones which have survived the destruction of time are being destroyed by the malicious. The spot is becoming overgrown with wild tangled shrubbery and is thus unsightly in the Park; and for ancestral graves to be thus neglected is a disgrace to a civilized community unless measures are soon taken to protect this once sacred spot the resting places of Saco's forefathers be forgotten, in view of these facts the Park Commissioner respectfully request that measures be devised for the preservation of the new tombstones which have withstood neglect and destruction.

They further suggest that the spending of money upon Pepperell Park in its unprotected condition is unjustifiable, and they hereby request that a sufficient and reliable Park Police be immediately furnished to protect this property, and that your honorable body carefully investigate this matter and recommend measures by which our citizens may receive gratifying returns for their expenditures.

George A. Emery
Joseph G. Deering
John S. Locke

Ordered: that the commissioner on Streets of Highway district No. 4 be and is hereby directed to extend the Main Street Sewer to Sumner St. with an eight inch pipes also that the Commissioner is hereby authorized to purchase at the citizens expense 150 feet of 12 inch drain pipe to be laid, on Bradley Street.

Ordered: that the City Treasurer and is hereby authorized and directed to hire upon the credit of the City a sum of money not exceeding $10,000. the same to be expended under the direction of the committee on sewers and drains in the continuation of Woodbury Brook sewer to Elm Street fromthence to Elm Street sewer the same, to be sufficient to take Woodbury Brook Elm Street to sewer, Spring Street sewer and anyother sewers that may be emptied into it with an overflow to be at the junction of Elm and Water Streets.

July 7, 1890

Ordered: that the Street Commissioner in Dist. No. 4, be directed to finish the brick walk on the N.E.side of Storer Street a distance of about 500 feet.

New Street or public ways to be called Stuart Street, Beginning on the South E. side line of Nott Street, at a point 593 feet N.E. from North Street: thence S.E. at a right angles with said Nott Street 540 feet or to Union Street. Said line to be the centre of said street, and said street to be 30 feet wide.

May 4, 1891
Ordered: that the Street Commissioner of Highway Dist. No. 4 is hereby authorized and directed to lay a brick side-walk on the S. E. side of Main Street from Summer Street to Ring Street.

Ordered: that the Commissioner of Streets in Highway, Dist. No.4, be and is hereby directed to construct a brick side walk on the southerly side of Cutts Avenue.

. New Street or public way, to be called Hubbard Street:
Beginning on the S. W. side of Bradley St., running S.W. one thousand and five feet more or less to the land of the McKean heirs said line to be the center of said street, and said street to be 40 feet wide in each and every part as shown on plan of house lots of F.O.L. Hobson, recorded in plan book 2, Page 42, York Register of Deeds.

August 25, 1891

To the Municipal Officers of the City of Saco:
The York Light and Heat Company a corporation created and existing by and under the laws of the State of Maine, and having an established place of business at said Biddeford respectfully represents that they desire to build or extend a wharf in the tide waters within the limits of said City of Biddeford, said wharf to be located on the S. side of the Saco river and bounded as follows: to wit: Beginning at the corner of land of the Saco Water Power Company on said river; thence running westerly along the bank of said river, about 100 feet, more or less, to land of Samuel W. Ingree; the east and west lines of said proposed wharf to be the continuation of the lines of said Saco Water Power Company's land and said Ingree land and to extend unto said river fifty feet. Permit Granted)

October 5, 1891

Permission granted the York Manufacturing Co. to lay a brick sidewalk along the Main Street side of its new storehouse.

February 24, 1892

Garfield Street: Beginning at a Stone bound on North East side of Mill Road, and on a line of the N.W. side line of Garfield Street, thence from said bound N.62 degrees 26' E. 1322½ feet to a stone bound and Burton Road said Road is three rods wide

II

April 4, 1892.

Ordered That the street leading from High Street to the Park and known as High Street Court be hereafter called Park Avenue.

May 2, 1892.

Ordered That so much of the sewer on Green Street which was ordered to be built by the City council of Dec. June 1, 1885 be laid at once.

Ordered That the Committee on Sewer and Drains are hereby authorized and directed to have levels taken of the Elm Street sewer at North and the junction of Fairfield and Main Sts. If found practicable to forthwith construct a brick sewer and necessary side drains between North and Fairfield Streets.

May 14, 1892.

Ordered That the Street Commissioner of Highway District No. 4 be and hereby is directed to construct a stone pipe sewer (of not less than 18 inches in diameter) as far as is practicable in the bed of the present Woodbury Brook (so called) commencing with the junction of said brook with the Water Street sewer and continuing Northerly to Storer Street and if advisable, across Storer Street to Pleasant Street.

Ordered That the Street Commissioner of Highway District No. 4 be and hereby is directed to construct a brick or stone pipe sewer on Storer street from Main Street to the reservoir and from the reservoir to the junction with the Woodbury brook sewer.

December 5, 1892.

Central Street..... ....Beginning on the North Easterly side line of Spring Street at an iron rod on South Easterly corner of lot No. 24, as laid down on a plan of the Nye property, which plan is filed in the office of the City Clerk thence N 40 degrees 21' W. or to a right angle with said Spring street line 16 rods to the South Easterly and Westerly side line of Nye Street, as laid down on said plan; thence same course across said Nye street to an iron rod in the South Easterly corner of lot No. 62 as laid down on said Nye plan.

December 5, 1892.

Nye Street..... Beginning on the North Easterly and Westerly side line of Nye Street, so called, as laid down on a plan of the Nye property, which plan is filed in the office of the City Clerk at an iron rod in the South Easterly corner of lot No. 62 as laid down on said plan; thence North Easterly and in a line parallel with Spring Street line, three rods to an iron rod in South Westerly corner of lot No 61 on said plan. Thence on the same parallel line with said Spring street line 16 rods more or less to lot No. 57 or to the Easterly side line of lot No. 58 occupied by John N. Pugsley.

II

April 25, 1893.

Ordered That a Sidewalk or footway be built on the Northeasterly side of School Street in Highway District No. 4 in said City from High Street to the walk on Pepperell Park Easterly from the Vestry of the 2nd Parish Church in Saco.

The Committee on Sewers and Drains to which was referred the petition of O. H. Sands and others asking that a Sewer be built and constructed on Clark Street..... Said Sewer should be built and constructed and connected with the Main Street Sewer said sewer to be of Sewer and Drain Pipe and of a diameter of twelve inches.....

Ordered The Commissioner of Highway District No. 4 be and is hereby directed to build and construct a Sewer or Park Avenue so called, the length of said Avenue and to connect the same with the High Street Sewer.

Ordered That a Sidewalk or footway be built on the Northeasterly side of North Street to Union Street.

Ordered That a sidewalk or footway be built on the North Westerly side of Elm Street in Highway District No 4 in said City from North Street to Seaman Street.....

II

August 7, 1893.

Ordered That a Sewer be constructed in Main Street, Factory Island from a point where Calef Block may enter to the Saco Rive.....

The undersigned respectfully represent that it is necessary for public convenience and health that a public Sewer be constructed from and connecting with the Jones Street Sewer from Lewis Avenue..... Voted that proper proceedings be had.

May 17, 1894

Ordered That the Committee on Public Property are hereby instructed in investigate into the matter of having surveys made of the business portion of the City for the purpose of assisting the Assessors, Street Commissionrs and Chief Engineer in the discharge of their duties.
Said Committee are respectfully requested to inquire into the feasibility of starting work in a small way this year and if thought advisable to continue it each year until we have a correct plan of the whole City.

March 19, 1894

Ordered That the Committee on Streets be and are hereby instructed to have prepared a suitable plan of the City with the bounds of the Highway Districts.....

May 14, 1894.

Ordered That the Commissioner of Highway District No. 4, be and hereby directed to extend the Bradley Street Sewer from its present termination-fr a distance of not more than two hundred feet ..... said extension to be six inch pipe.

II

July 20, 1894.

Ordered That the Commissioner of Highway Dist. No 4, be and is hereby authorized and directed to construct under the direction of the Committee on Sewers and Drains a Sewer of suitable size from a point opposite the Engine House on Thornton Avenue to the Main Street Sewer connecting therewith.

December 5, 1894.

Ordered ..... that said Mill Street be herebe discontinued for its entire width over said Saco Water Power Companys land to the Southerly corner of land of John Tounge that from said Southerly corner of said Tounges land to Main Street a portion of said Mill Street to wit; ten feet in width on the North Easterly side thereof be discontinued.

February 4, 1895.
Ordered That the Street now known as New Old Orchard Road beginning near the house of C. F. Stockman and running Easterly to the Old Orchard line be named Ocean Park Avenue.

April 8, 1895.

Ordered That the City Solicitor is hereby instructed to ascertain what authority the City Council of 1894 of this City had to surrender to Deering Bros. a portion of Main Street the same being a County Road.....

Ordered That the Commissioner of Highway Dist. No. 4, be directed to construct ..... a Brick Sidewalk on the South Westerly side of Thornton Avenue from Main Street to Elm Street.

Ordered That the Commissioner of Highway Dist. No. 4 be directed to lay, under the direction of the Committee on Sewers and Drains a pipe of suitable size from a point where James Street Sewer now terminates to a point at or about half tide in Saco river or so much thereof as the appropriation for Sewers and Drains will allow.

May 6, 1895.

Report of City Solicitor on "rights of the City at corner of Main Street and Pepperell Sqr.

In obedience to an order passed by your bodies on the 8th day of April last instructing me to ascertain what authority the City Council of 1894 of this City had to surrender to Deering Bros. a portion of Main Street the same being a County road and directing a report at the regular monthly meeting in May. ..... So far as Main Street at that point is concerned prior to 1857 way and highways had existed at or near the point in question for very many years and were subject to many alterations and changes as the needs or whims of the people determined. The parcel of land now owned by William H. Deering of Saco was bounded on that quarter of Main Street.

In 1826 the town determined by vote that so much of the streets as are included in the following bounderies to wit; beginning at the North corner of house of John T. Cleaves and running North 48 degrees West until it strikes the store of John S. Scamman, thence South Westerly by said Scammans and Jonathan Kings stores to the North East corner of the store improved by Benj Jacobs, thence South Easterly by the store occupied by Jonas C. Bradbury by Zebulon Howard and Cotton Bradbury to the North corner of Stephen Fairfield's Shop and thence North Easterly to North corner of John T. Cleaves Store thence to place of beginning be called Pepperell Square and from Pepperell Square North Easterly one mile on the Post road be called Main Street.

So that the original limit of this parcil of land was the center line of the Old Post road so called. The establishment by the forms of law or by such a user as is by law recoginized if a Highway or Townway does not divest the owner of land of his title there in it encumbers the same with an easement to be enjoyed by the public generally for the legitimate purposes of travel but the title remains unchanged subject to the rights of the public to which is added the duty of the Town or City to keep the same in proper condition.

In 1857 a highway was duly located as follows beginning at the intersection of Main and Water Streets one rod and seven links South Easterly from the South corner of Jonathan Kings store on a line with the South Westerly side of the same thence running South 51½ degrees East, parallel with the Westerly side of Store of Daniel Cleaves and 26 feet 9 inches from the same. 18 rods to the Westerly abutment of the bridge over the East branch of the Saco river and thence by course and distances to Biddeford according to the plan hereto attatched which is referred to for explanation.

The above described line to be the center line or Middle of said located road, which is located three rods in width, to be opened and made 1½ rods on each side of said line. And at the same time the old road from Main and Water Streets to the river where the old lottery bridge stood and also the old road at the Westerly end of the bridge in Biddeford and so much of the old road in Saco at the Easterly end of the bridge as is not comprehended in the foregoing

May 6, 1935 (Continued)

location were discontinued. So that we start fairly in our search for the public easement upon the land now owned by Mr. Deering (not Deering Bros.) with the location of 1837. The King store being now owned by and occupied by Mr. Littlefield so that the exact center line of the Highway of 1837 as well as its Eastern side line can be readily determined upon the face of the earth and that Eastern side line become by operation of law the Western side line of Mr. Deering's parcel of land so far as he could have the exclusive use and control of it as against the public unless there existed an acquired user of which I have no knowledge. In 1868, on petition of Hon Moses Lowell and 135 others that part of Main Street between Pepperell Square and Factory Island Bridge was widened and opened for the travel of the public as follows; Commencing at the west corner of the stone store and Pepperell Square, thence running South 57 degrees 311' (sic) West over a portion of Maine Street as now travelled to and across land of Cleaves Symonds, - or practically to the bridge - or in other words a straight line was made from that corner of the Stone Store, now occupied by Mr. J. P. Sawyer to the bridge, property was taken damages awarded and paid and then we have the easement extended still further over and upon the parcel of land in question by the line of 1868.

It is not the purpose of this paper to discuss the legality of that location for there appears to be no doubt but the public has acquired either by process of law or a user recognized by law the right to use as a public way that part of Mr Deering's land between the line of 1837 and that of 1868.

.....

Mr. Deering having the title to that as well as every part of the parcel of land, has the absolute use and exclusive enjoyment of the same unless it has been encumbered and his use and enjoyment as above expressed curtailed and extinguished, either by the location and opening of a public way by duly constituted authority or by a material user of the same by the public in such a manner and for such a time as in law would create an easement in the nature of a public way and which would place the land under the same servitude as if otherwise established by law.

There has been no such location by the proper authorities so that the issue resolves itself to this Court. Have the public acquired such rights of travel over the section fairly in question that its user has to all intents and purposes made it a part of Main Street so called and deprived Mr. Deering of the use and enjoyment of it as an exclusive owner and limited him to its use for purposes of travel as one of the public.....

It depends upon the Oral testimony of a score of old citizens one the one side and the other and only a properly joined issue determined by a Judicial tribunal will produce the ultimate fact.

..... In view of the above statement of facts and law the opinion is expressed that the City Council of 1894, made no change in the legal rights and relations existing between the public and Mr. Deering so far as that section of Main Street

May 6, 1895 (Continued)

so called is concerned and that the Order in question is of no force and does not surrender any part of Main Street.

June 3, 1895.

Ordered That the Commissioner of Highway Dist. No. 4 be and hereby is directed to extend Beach Street Sewer to a point opposite the residence of James A. Gray.

July 1, 1895.

Ordered ..... A Brick Side walk on the South Westerly side of Beach Street commencing at Main Street and continuing the same as far as the appropriation will permit.

July 19, 1895.

Ordered That the Committee on Sewers and Drains be directed to investigate and ascertain as to the necessity for a Sewer in Pleasant Street to abate a nuisance and if in their judgment such necessity exists to have constructed under their own and the Municipal Officers supervision a Sewer of suitable dimensions from a point where the present Sewer begins to and connecting with the Elm Street Sewer.

End of Book 15.

Ordered: that the Committee on Streets and is hereby authorized and directed to meet, Representatives of theCity Council of the City of Biddeford at such time and place as the latter may designate for the purpose of making preliminary arrangements for rebuilding the New County road bridge which was swept away by the recent freshet.

May 4, 1896

Ordered: that the Street Commissioner of Highway Dist. No.2 be and is hereby authorized and directed to build a plank Sidewalk on the S.W. side of Bradley Street from Maple Street to Hubbard Street.

Ordered: that there be a brick sidewalk on the S.W. side of Beach Street from Main Street to the lower side of the Railroad Bridge, said Committee shall advertise for proposals for the laying by the thousand of the bricks to be used in the construction of said walk and said Committee shall consider no bids except those from citizens of Saco, said street commissioners is further authorized and directed to set, under the direction and control of said Committee, granite curbing for the sidewalk on the S.W. side of said Beach Street from the said lower side of the Railroad bridge to the foot passage entrance to Laurel Hill Cemetery.

Ordered: that the Street Commissioner of Highway Dist. No. 4 be and hereby is authorized and directed to widen, Beach Street a distance of nine feet by building a sidewalk 7 feet wide on land controlled by the City on the N.E. side of said Beach Street from Main Street to the extension of Middle Street and convert the said 9 feet now occupied for the major part, by the present sidewalk, to the use of said Beach Street, by making it apart of the same.

May 11, 1896

The Mayor called upon the petitioners to present their case which was done by H. Fairfield Esq. as counsel, he explained the desired change and exhibited a sketch of the proposed widening and called upon Harry Jose to explain the same and give measurements.

The remonstrants were then heard by their counsel Geo F. Haley Esq. who stated the objections to the proposed change and claimed that the lot of land on which the Church stands does not belong to the City and cited several law decisions to sustain his position and then argued the question.

Ordered: that we hereby widen Beach Street by taking on the N.E. side thereof a strip of land 9 feet wide, extending from Main Street to the extension of Middle St. and allow and establish the same as a part of Beach Street. We hereby appropriate set off and reserve as a sidewalk 7 feet in width of the said 9 feet strip and instruct the Street Commissioner of Highway Dist. No. 4 under the supervision of the Committee on Streets to build the same without injury to the trees there growing and to put the remainder of the street into a safe and convenient condition for travel for vehicles.

The widening thus established passes, over land of the City of Saco, and we have considered and estimated the damages sustained in its property by said City and award to the said City of Saco $1. for the damages sustained as aforesaid.

July 6, 1896

Ordered: that the Committee on Streets be and hereby is instructed to replace Saco's part of the Beavey Bridge, so called,

II by contract or otherwise, jointly with Biddeford and complete the same by the 30 day of September 1896

July 6, 1896
Ordered: that the Street located at "Ferry Beach Park and known as "Burt Street the same having been dedicated for public use by the owners of "Ferry Beach Park by their plan recorded in the York Registry of Deeds by and the same hereby is accepted from "Lower Beach Road to "Ferry Park Avenue".

November 6, 1896
Ordered: that the offer of Grace L. Hooper under date of Sept. 17, 1896 to donate to the City of Saco for public use the Street known as Cleveland Street be and the same hereby is accepted.

It is further ordered that said Cleveland Street running from Main Street to Winter Street so called a distance of 1405 feet with a width of 50 feet a plan of which having been duly recorded in the York Registry of Deeds by and the same hereby is accepted as a public street, of the City of Saco.

May 3, 1897
A plank sidewalk, 4 feet in width, on the N.W. side of Maple Street, from Bradley Street, to the residence of Lewis P. Loomer, at No. 79 on said Street, a distance of 657 feet.

City flag refused on account of (them) depression.

May 3, 1897
Ordered: that a committee consisting of the Mayor, Aldermen C le and Owen, be, and hereby is, authorized and directed to cause to be erected at all crossings of highways, and where our public highway enters another within the City, and where guideboards are not now maintained in accordance with the provisions of law--substantial guide post not less than eight first high, and cause to be fastened to the upper end of each a board, on which shall be plainly painted in black letters on white ground the name of the next town on the route, with the number of miles thereto, and a figure of a hand, with the forefinger pointing thereto.

An 8 inch cement pipe in Green Street from Prospect Street to Spring Street--a distance of 280 feet, the same to connect with the Spring Street sewer.

Ordered: that R.W. Libby be directed and hereby authorized to run out and make by suitable monuments the S. side line of a town or public way know as the Doom Road in said Saco from the S. side of the County Road connected with said way to the Easterly corner of land of William T. Perkins: limits, monuments and courses now existing being sufficient to so do and report his doings to the City Council.

June 7, 1897
a brick sidewalk on the S. side of Beach Street, commencing at the lower side of the railroad bridge where a brick sidewalk is now laid, and continuing the same one thousand feet, to a point nearly opposite of the residence of Edward C. Luques.

Eight inch cement pipe sewer in Summer Street, from the residence of Charles H. Hurd to the Main Street Sewer.

Ordered: for a brick side walk from Springs Island Bridge to Pleasant St. on Elm Street.

II a brick sidewalk on the Southeasterly side of Middle Street from School Street to Beach Street.

A brick sidewalk on the Easterly side of North, from the corner of Union Street to the residence of Lucuns C. Milliken, Esq.

A brick sidewalk on the Westerly side of Fairfield Street from the corner of Main and Fairfield Streets to a point opposite the entrance to the Thornton Academy grounds, a distance of about 100 feet and lay a granite cross walk from the Westerly end of said brick walk to the said entrance to the Academy grounds.

Ordered: that the Proposal of C. P. Stockman to build, at his own expense a gravel walk from his residence on Portland Road to Ocean Park Avenue be accepted, provided that the lines of said sidewalk be laid out by a qualified engineer acting under direction of the Committee on Streets.

A brick sidewalk on Pleasant and Elm Streets.

The order for a sewer from J.L.Marsh to J.A.Gray in Beach Street was Taken from the table and passed.

August 2, 1897

Ordered: that that part of the street known as Nye Street beginning at North Street and extending in a S.W. direction to the N.E. bank of the Woodbury Brook, the same having been dedicated to public use by the late Eunice C. Nye, as per plan drawn by Enoch C. Jordan, which plan is recorded, and a copy of the same is on file in the Office of the City Clerk, be, and the same hereby is accepted.

August 2, 1897

Southerly side line of Boom Road by marks and bounds still existing from the southerly side of the County Road to land of T. P. Perkins. (For details see Book XVI page 289.)

May 2, 1898

a brick side walk on the S.W. side of Beach Street, commencing at a point nearly opposite the residence of Edward C. Luques, where a brick side walk is now laid, and continuing the same to the ~~North~~ lower boundary line of Highway Dist. No.4 a distance of about 1000 feet.

May 2, 1898

A brick side walk on the Northwesterly side of Elm Street, commencing at the N.E. corner of Pleasant Street, and continuing the same a distance of 500 feet.

June 6, 1898

On the northerly side of Elm Street from North Street to Main Street, a distance of 16½ feet. brick side walk.

April 3, 1899

Ordered: abrick covered sidewalk on the southerly side of School St. between High & Middle Street.

May 1, 1899

a brick sidewalk on the N.W. side of Elm St., from the residence of Charles H. Milliken to North Street.

II

June 5, 1899

A brick sidewalk on the N. Easterly side of Green Street fro[illegible] St. to Spring St., a distance of about seven hundred feet.

End of Book 16

II January 2, 1905 The City Council then met informally in joint convention to listen to the reading of a report on Saco Roads which was submitted by W.E. McClintock, Esq, a member of the Massachusetts Highway Commission. Said report being the result of the investigation in relation to highway conditions in Saco, made by a special committee consisting of Aldermen George F. Owen, and Jesse P. Smith, Councilman Sherman H. Cornforth and citizen members George L. Crossman, Frank C. Deering and Harry P. Garland who were appointed by Mayor Moore on March 21, 1904 pursuant to an Order of the City Council of that date.

The above "Report" is on file in the City Clerk's office.

June 5, 1905

Ordered: that the highway in Saco now known as "Ferry Road" running from the corner of Beach Street and the Old Orchard Road so called, to the sea wall at Camp Ellis, so called, be hereby re-named "Beach Street" the same being a continuation of Beach Street as at present established.

A pipe sewer upon Main Street, beginning at the head of the present Main Street, sewer near the junction of Main and Fairfield Streets and running to a point on said Main Street about four hundred feet. Northeastwardly from said Fairfield Street.

Dec. 4. 1905

Perambulation of Line between the City of Saco and Town of Old Orchard.

Beginning at a granite stone set in the ground on the Scarboro town line at the junction of the "Granger Line", and at the N. corner of Old Orchard, and the Easterly Corner of Saco; said stone standing in the meadow of the heirs of George H. Boothby, about three rods N.W. from Fernell's Brook, and being marked "S" on its N.E. side, "O" on its S. side and "S" on its west side; thence running by a Magnetic Bearing of S. 49 degrees 40 ' West 328.2 rods to a granite stone set in the ground on the S.E. side of the Milliken Mill Road and marked "S" on the N.W. side and "O" on the N.E. side; thence by same bearing 64.1 rods to a granite stone set in the ground on the S.W. side of the "Cascade Road", said stone being marked "S" on its N.W. Side and "O" on its S.E. side; thence by same bearing 76.5 rods to a stone placed on the division line between lands of F.A. D. Rodman and S.W. Cornforth; Thence by the same Bearing 85.3 rods to a granite stone set in the ground at the S.E. side-line of the Portsmouth, Saco and Portland Railroad, said stone being marked "S" on its N.W. side and "O" on its S.E. side; thence by same bearing 217.7 rods to a granite stond set in the ground on or near the "Middle Line", and marked "S" on its N.W. and "O" on its S.E. face; thence by same bearing 233.5 rods, to a granite stone set in the ground on the N.E. bank of Goose Fair Brooks and on the division line between lands of John W. Deering and heirs of Granville N. Tarbox, said stone being Marked S" on its N.E. side and "O" on its S.E. side; thence S.E. by said, Goose Fair Brook to the sea. The total length of said, line from Scarboro town line to Goose Fair Brook being 975.5 rods.

All the monuments on above line are now standing in good condition.